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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	A.M.	Noon	Except Sundays & Public Holidays	P.M.	Sundays & Public Holidays Only	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	7.15	10.30	11.40	12.00		1.15		2.22	4.35	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	—	12.09		1.24		2.31	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	—	12.21		1.36		2.43	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	—	12.34		1.49		2.56	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	—	12.38		1.53		3.00	5.13	6.08	7.48
Fanling ...	...Dep.	7.32	10.08	11.18	—	12.48		2.03		3.11	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	—	12.52		2.07		3.15	5.28	6.23	8.02
Shumchun	...Arr.	7.42	10.13	11.28	12.20	12.58		2.13		3.21	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	1.56	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.23	8.12	10.45	11.47	—	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.32	8.18	10.49	11.51	—	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	—	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	—	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	—	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	—	3.50	5.08	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	2.37	3.58	5.16	6.11	7.06

SHA TAU KOK BRANCH.

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	2.20	6.25
Shatankok...	...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	P.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	3.20	6.25
Shatankok...	...Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shatankok	...Dep.	6.30	10.15	1.05	5.00
Fanling	...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shatankok...	Dep.	6.30	10.15	2.05	5.00
Fanling	...Arr.	7.25.	11.10	3.00	5.55

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FISH, FRUIT AND FOWL.

A VISIT TO CANTON.

'BUS RIDE ROUND THE CITY.

A TRIBUTE TO BRAVE COOLIES.

[BY A CORRESPONDENT.]

In these calm and uneventful days the seeker after change and thrills can not do better than take a trip to Canton. Why should he rest content with brief newspaper reports when for an outlay of thirty dollars and two days he can get first-hand information and provide material for superior conversation over "two of the best" for weeks afterwards. What can be more soul satisfying than to be able to say in reference to some note by a Canton correspondent. "Oh! that is all nonsense. Now, when I was in Canton. . . ."

CANTON 'BUSES.

Ninety miles of beautiful river scenery and then Shameen, which is reached by motor-boat from the river steamer which anchors in mid-stream. Then, after an interlude at the Club if the day is dry, let us wend our way to the French Bridge; only unless you are tall and muscular with a good straight left or a useful "right hook"—or else are very meek and gentle and "slow-to-anger"—do not carry a parcel with you. Here we are—in Canton. Now it is essential, in view of our future claims, to go for a ride in a 'bus. If you have not ridden in a Canton 'bus you have missed one of life's joys. The sight and sound—and feel—of them is sufficient to make the most hardened member of the N.R.A. home-sick.

A DRIVE THROUGH THE CITY.

Now for a short run through the City—on the left, the barred doors of the Canton Hospital,—then the banners of the headquarters of many of the Labour Guilds—on through streets crowded, smelly, noisy, and in all stages of disrepair and "under-repair." Change buses here, and on again to Tung Shan. Here,—on the left is the National Assembly—where all the Government is carried on—opposite is the East Parade Ground still covered with bamboo platforms from which a few hours previously, speakers have been addressing crowds of people on the occasion of the commemoration of the death of Liu Chung Hoi. We still see the banners with the inscription "Support the Canton-Hongkong strike and oppose Imperialism to the end." Next to the Parade Ground is M. Borodin's residence. Then further along on the left, the sad old Kung Yee Hospital.

And so the day passes. Canton is calm and peaceful, the streets filled with people going about their business. Here and there are soldiers, an occasional picket, groups of strikers and their families being fed at Government expense—a sad lack of thrills. But wait! Evening is falling. Let us spend the night on board our steamer. Remember, it is a British boat, travelling to and from Hongkong and therefore boycotted. And yet, do you remember that, as soon as the boat tied up to the buoy on its arrival in the afternoon, a sampan was alongside—two sampans—laden with fowls which were rapidly transferred, squawking, to crates and passed on board. Occasionally one had its ardour damped by fluttering into the waters of the river! Fowls! and no pickets interfered!

A MIDNIGHT SCENE.

Midnight! Suddenly the silence is broken by a volley of shots just up the river. The reports and their echoes continue intermittently for a few minutes. A green Nercy light flares from the "Onslaught" stationed at that part of the river to say all is well. Then, out of the gloom, a dark shadow gradually resolves itself into the shape of a boat, rowed by four men, who draw alongside, talking excitedly. One catches the words "ta sz, ta sz" (kill) and wonders. A few minutes later the voice of the officer of the watch is heard, hailing the H.M.S. *Moth* which lies a hundred yards away. Then come the words "One of the fishermen wounded!" And while the "smuggled" fish are being transferred to the tanks on the *Langshan*, the doctor from the gunboat comes across and examines the wound—a glancing shot has cut a six-inch long furrow across the man's chest—a narrow escape—and initiates the poor coolie into the healing—and other—propensities of iodine. Hearing a noise on the other side of the boat, we look across and see that a large boat-load of cucumbers has put in an appearance. An hour later, three boat-loads of ginger come alongside and so it goes on, all through the night. And so Hongkong gets its fresh-water fish, its poultry, its fruit and vegetables.

(Continued on next column.)

WELL-KNOWN NAMES IN PENSION LIST.

LITERATURE, ART, SCIENCE, AND THE CHURCH.

Civil List pensions granted during the year ending March 1926 are detailed in a White Paper. They amount in all to £1,200, and are granted to:—

Mr. Lewis Saul Benjamin (Lewis Melville), in recognition of his literary services, £75.

Miss Helen Louisa Margaret Burge and Miss Amy Rachel Watson Burge, in recognition of the public, literary, and ecclesiatical services of their brother, the Right Reverend Hubert Murray Burge, M.A., D.L., formerly Bishop of Oxford, £50 each.

Mrs. Marian Dibdin, in recognition of the scientific work of her husband, the late Mr. William Joseph Dibdin, F.I.C., F.C.S., £125.

Mrs. Isabella Jane Frith, in recognition of the services rendered to art by her husband, the late Mr. William Silver Frith, £125.

Mrs. Beatrice Maude Emilia Heron-Maxwell, in recognition of her literary work, £75.

Lady Dorothea Hosie, in recognition of the public, literary and scientific services rendered by her husband, the late Sir Alexander Hosie, M.A., LL.D., F.R.G.S., £100.

PROFESSOR'S WIDOW.

Mrs. Elizabeth Japp, in recognition of the services rendered by her husband, the late Professor Francis Robert Japp, F.R.S., LL.D., to the advancement of organic chemistry and chemical education, £100.

Mrs. Marian Charles Treborth Jones, in recognition of the public, theological and literary services of her father, the late Rev. Thomas Charles Edwards, D.D., £75.

Mrs. Maria Lucy Alice Longford, in recognition of the public and literary services of her husband, the late Professor Joseph Henry Longford, D. Litt., £100.

Lady Mabel Waldron Piggott. In recognition of her public services and of the services rendered by her husband, the late Sir Francis Piggott, M.A., especially in the study of international law, £50.

Miss Constance Isabella Stuart Smith. In recognition of her valuable services in the promotion and advancement of social welfare, £150.

Mrs. Edith Mary Westlake. In recognition of the literary, archæological, and ecclesiastical services of her husband the late Reverend Herbert Francis Westlake, M.V.O., M.A., F.S.A., Minor Canon and Custodian of Westminster Abbey, £125.

WORKING FOR THE TEAM.

THE PRINCES ADVICE TO TEACHERS.

ELEMENTARY SCHOOLBOYS' "DEMAND."

The Prince of Wales, at the Guildhall, E.C., welcomed more than 300 teachers, who have come from all parts of Britain and the Dominions to attend the City of London Vacation Course in Education. The Prince said:

In school games, in which I take great interest, and in many of the modern forms of school work, your pupils will learn the invaluable lessons of comradeship and co-operation, of playing and working for the team rather than for themselves alone. If this view of education is right, and I believe it is, then I say give us more and more education. (Cheers.)

During my travels to all parts of this country and in the Dominions overseas, I have been struck by the increasing eagerness of all classes of the community to obtain for their children a far better education than they themselves were able to secure. This better education is only possible through your co-operation.

Lord Eustace Percy, Minister for Education, said the authors of a pamphlet distributed among elementary school children said: "'Just as your father is compelled to work for the boss so are you compelled to obey the teacher. Our first demand is no caning,' and no stopping-in after school hours." (Laughter.)

That sort of thing, whether done by Communists or Tories, would be the death of education.

"STRIKE BREAKERS."

Of course, they are strike-breakers these coolies and boatmen. They are actuated by the desire for monetary gain. Yes! But say what you will there is an element of courage and daring—perhaps, even of fatalism—about them that one cannot but admire. Let us take off our hats to these men who, poor and ignorant though they be, refuse to bow to the arbitrary decrees of the Canton Strike Committee.

HARBOUR FERRIES.

THE RECENT STRANDING OF STEAMERS.

SURVEY OF HARBOUR BED TO BE UNDERTAKEN.

ENGINEER TO BE APPOINTED.

At the meeting of the Legislative Council yesterday the Hon. Mr. D. G. M. BERNARD asked:—

1. What is the present position and what are the Government's intentions with regard to the establishment of a Ferry Service across the Harbour capable of handling vehicular traffic which was referred to in Mr. Duncan's Report laid before this Council in December, 1924?
2. Will the Government explain how it was that two large vessels recently grounded in the Harbour off the Kowloon Railway Station?
3. Will the Government take steps to dredge the sandbank at an early date?

The COLONIAL SECRETARY read the following replies:—

1. A sessional paper is in course of preparation and will, it is hoped, soon be published giving full particulars of the scheme.
2. (*a*) The two vesseds referred to, the s.s. Danmark and the s.s. *President McKinley*, flying the Danish and United States flags respectively grounded off Kowloon Point owing to the fact that they attempted to pass over a portion of the Harbour Bed where, as was clearly shown in the chart, there was insufficient depth of water.
There was in both cases actually more more water than is shown on the chart.
(*b*) The Harbour is not silting up at the spot where the two ships referred to grounded. This is shown by surveys made in 1917 and 1924 and by observations taken after the recent groundings.
It is proposed to undertake a further survey this year and the matter will be brought before the Finance Committee this afternoon.

Subsequently at the meeting of the Finance Committee, the COLONIAL SECRETARY said:—There is one thing I should like to bring up and that is this question of dredging the harbour. The Director of Public Works has represented to the Government that although these two ships went aground through no fault of any silting in the harbour it is expedient that the mind of the public should be set at rest, and he therefore asks for the appointment of an engineer, who will undertake a survey of the harbour bed. We have no engineer available on our staff who can be detailed for this work. If you agree to the expenditure it is proposed to appoint the engineer at once and to pay him from the savings on other votes until the end of the year. He will appear on the estimates for 1927.

Hon. Mr. BIRD: Will he be a specialist, qualified for harbour surveys?

Hon. DIRECTOR OF PUBLIC WORKS: The officer who has been selected to carry out the survey is not the officer for whom we are now asking. We are asking for another engineer to relieve this officer as he cannot be spared from the work he is now doing until we can get some one to take his place. The officer who, when relieved, will undertake the survey work has had considerable experience and has already done a good deal of work in the harbour.

Hon. Mr. LANG: Supposing this expert to whom you refer recommends harbour dredging in certain places, what is the position? No dredger is available. The only one here belongs to the Dutch Company working at North Point.

Hon. Mr. BIRD: We can borrow one from Macao.

Hon. Mr. LANG: If the Dutch Company are not working at Macao, what will be the position then.

Hon. Mr. BIRD: They will be there for some years.

The CHAIRMAN: How long have we been without a dredger?

Hon. Mr. LANG: The last dredger belonged to the Dock Company, and that was sold in 1910 I believe.

The CHAIRMAN: If the report of the survey discloses the need of dredging, we shall have to bring the matter before the Finance Committee, and the money will have to be found to carry out the dredging whether it be done by the purchase of a new dredger—

Hon. Mr. LANG: Which is experience.

The CHAIRMAN: or by employing a contractor. The question will have to be considered when we know the extent of the dredging to be done.

The appointment of the additional engineer was approved.

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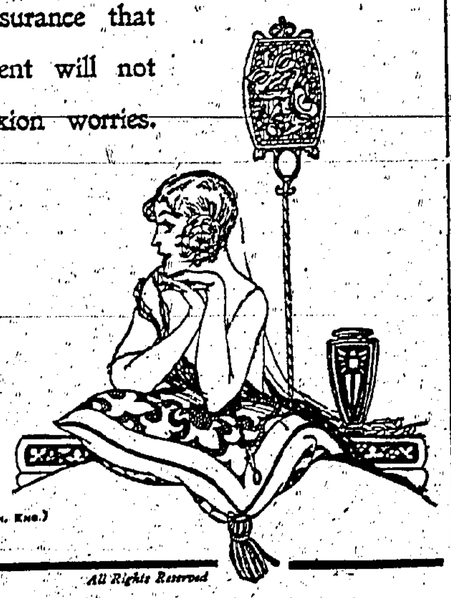


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HONGKONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY MAJ. R. MELVILLE SMITH, M.B.E., ADMINISTRATIVE COMMANDANT.]

No. 240.

1.—TRAINING.

The following is the allotment of the Parade Ground, Drill Hall, Miniature Range, Kennedy Range for the training season 1926-1927, from September 1st inclusive:

Mondays, Mounted Infantry and Armoured Car Companies.
Tuesdays, Infantry Company.
Thursdays, Scottish Company.
Fridays, Artillery Company.

2.—ENGINEER COMPANY.

Wireless Signal Section will parade at Corps Headquarters at 5.30 p.m. on Monday, August 30th, 1926. All members are requested to make a special effort to attend. Dress: Mufti.

3.—ARMOURED CAR COMPANY.

Parade at Volunteer Headquarters on Monday, August 30th, 1926, at 5.30 p.m.

Drivers and Mobile Column: Special lecture by Private C. R. Wilson on "Types of Magnetos Explained."

All members of the Company may attend, but all those connected with Motor Sections should make a special point of attending.

4.—SCOTTISH COMPANY.

Part II. Musketry Course will be fired at Stonecutters Range on Sunday, September 5th, 1926.

Every member of the Company are required to attend.

Range Officer: Capt. D. C. Logan, M.C.

Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m. sharp.

Dress: Drill order. Uniform optional.

Arms: Will be drawn from Headquarters on Friday, September 3rd, 1926, between 9 a.m. and noon, or 2 and 4 p.m., or 5 and 6 p.m., and on Saturday, September 4th, 1926, between 9 a.m. and 1 p.m.

5.—MOTOR CARS AND MOTOR CYCLES.

Only the Commandant's motor car and those motor cars and cycles which are on the strength of the Armoured Car Company are allowed to be parked in the Drill Hall. Any cars or cycles other than the above left at Corps Headquarters will be placed outside the Drill Hall on and after August 29th, 1926.

6.—RIFLES.

Many members of the Corps are at present keeping their rifles in their own possession. This practice is contrary to regulations.

Members are reminded that all rifles when not in use must be kept at Corps Headquarters, if armouries at Taikoo and Kowloon Docks are closed.

Those members of the Corps now in possession of rifles must return them to Corps Headquarters without delay.

7.—The following extract from the *Hongkong Government Gazette* dated August 21st, 1926, is published for information:—

"H.E. the Governor has been pleased to accept the resignation by Lieut. Richard Hugh Skelton of his Commission in the Hongkong Volunteer Defence Corps, with effect from August 16th, 1926."

8.—PROMOTION.

No. 1067 Gunner M. P. Concannon, M.C., Artillery Company, to be Lance-Sergeant in charge City Section, as from August 23rd, 1926.

9.—REVERSION.

No. 16 Sergt. H. S. Rouse, Artillery Company, reverts to the rank of Private at his own request on August 23rd, 1926.

10.—LEAVE.

The following are granted leave of absence from the Corps:—

No. 367 Spr. G. S. Kennedy-Skiptor, Engineer Company, from November 11th, 1926, to August 31st, 1927.

No. 888 Pte. W. L. Ramsey, No. 1 Platoon, from September 1st to 30th, 1926.

11.—RESIGNATIONS.

The following are permitted to resign from the Corps, as from August 10th, 1926:—

No. 607 Pte. D. S. Fitzgerald, Armoured Car Company.

No. 919 Pte. A. P. Glanville, Armoured Car Company.

12.—STRUCK OFF.

No. 675 Pte. J. Clelland, No. 6 Platoon, having left the Colony, is struck off the strength, as from August 27th, 1926.

G. E. SWINTON, Capt.,
Adjutant, H.K.V.D.C.

Hongkong, August 27th, 1926.

NOTICES.

SWIMMING.

There will be inter-unit Relay Race, open to units of the Defence Corps at the V.R.C. swimming meeting on September 4th.

Teams of six.

Any man wishing to swim for his unit should send his name into his unit commander without delay.

PROMENADE CONCERT.

The Infantry Company will hold a promenade concert on the parade ground at Corps Headquarters on Friday, September 24th, 1926.

Tickets 50 cents each, may be obtained at Volunteer Headquarters.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

AUGUST 26TH, 1926.

Hongkong Bank	$1,100 sel.
Do., London	£126 nom.
Chartered Bank	£20¾ buy.
Mercantile Bank, A. & B.	£30½ nom.
Do., C.	£13½ nom.
P. & O. Bank	£9¾ buy.
East Asia Bank	$8½ nom.
Canton Insurance	$625 sel.
China Underwriters	$1½ nom.
North China Insurance	Tls. 145 nom.
Union Insurance	$285 buy., 288 sel.
Yangtsze Insurance	$35 buy.
China Fire Insurance	$200 buy.
Hongkong Fire Insurance	$630 nom.
Douglases	$25 buy.
H.K., C. & M. Steamboats	$26½ nom.
Hongkong Tugs	$1½ nom.
Indo-Chinas (Pref.)	$30 nom.
Do. (Def.)	$40 nom.
Savill Transports	86/- buy.
Star Ferries	$66 sel.
Waterboats	$15½ nom.
China Sugars	$25 sel.
Malabon Sugars	$36 nom.
Benguets	$1½ nom.
Kaitau Mining Co.	40/- nom.
Langkats (combined)	Tls. 23 buy.
Do. (single)	Tls. 12½ nom.
Shanghai Explorations	Tls. 6 sel.
Shanghai Loans	Tls. 7 nom.
Raubs	$44 nom.
Tronoh Mines	74/- buy.
Ural Caspians	8/- nom.
H.K. & K. Wharfs	$117 sel.
H.K. & W. Docks	$57 buy.
Hongkews	Tls. 174 buy.
New Engineerings	Tls. 6 buy.
Shanghai Docks	Tls. 111 buy.
H.K. & S. Hotels	$10½ sel.
Hongkong Lands	$60½ buy.
Hongkong Realtys (f.p.)	$7½ nom.
H.K. Territorials	$5 sel.
Humphreys Estates	$13.50 sel.
Prince's Buildings	$39 sel.
Rural Lands	$1½ buy.
Ewo Cottons	Tls. 9.35 buy.
Orientals	Tls. 2½ buy.
Shanghai Cottons (old)	Tls. 52 buy.
Do. (new)	Tls. 27 buy.
China Buses	Tls. 10½ nom.
Hongkong Tramways	$2½ buy., 24 x. div. sel.
Peak Trams (old)	$16½ nom.
Do. (new)	$7 00 nom.
Singapore Tractions	11/- buy., 12/- sel.
Taxis	$3 sel.
Amusements	$10½ buy.
Canton Ices	$7½ nom.
Cements (combined)	$15½ sel.
Do. (old)	$12 sel.
Do. (new)	$11 sel.
China Lights (combined)	$19 nom.
Do. (old)	$13½ nom.
Do. (new)	$10 buy.
China Providents (old)	$5.30 nom.
Constructions	$22½ nom.
Dairy Farms	$16½ sel.
Der A Wings	$6 sel.
Hongkong Electrics	$64 sel.
Macao Electrics	$35 nom.
H.K. Ropes (combined)	$46 sel.
Do. (old)	$10 sel.
Do. (new)	$5 sel.
Lane Crawfords	$9 nom.
Mackintoshs	$19½ nom.
Sincere's	$11 nom.
United Asbestos	$20 nom.
Watsons (old)	$18½ nom.
Wm. Powells	$6½ nom.

buy.—buyers; sel.—sellers; sa.—sales
nom.—nominal.

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TEA DANSANT—5-7 p.m.
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MUSICAL TIFFIN—1-2 p.m. $1.25 per cover.
SPECIAL—(Bouillabaisse).
TEA DANSANT—5-7 p.m.

CARNIVAL NIGHT

SPECIAL DINNER—$3 PER COVER.

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LEGISLATIVE COUNCIL.

DR. KOCH ASKS FOR MORE DETAILED MINUTES.

FOUR BILLS PASSED.

ORDINANCE CONCERNING THE TRADE LOAN.

A meeting of the Legislative Council was held in the Council Chamber yesterday afternoon.

PRESENT.

H.E. The Governor (Sir CECIL CLEMENTI, K.C.M.G.).
H.E. The General Officer Commanding the Troops (Major-General C. C. LUARD, C.B., C.M.G.).
The Colonial Secretary (Hon. Mr. W. T. SOUTHORN).
The Attorney-General (Hon. Mr. J. H. KEMP, K.C., C.B.E.).
The Colonial Treasurer (Hon. Mr. C. McI. MESSER, O.B.E.).
The Secretary for Chinese Affairs (Hon. Mr. E. R. HALLIFAX, C.M.G., C.B.E.).
The Director of Public Works (Hon. Mr. H. T. CREASY).
Captain Superintendent of Police (Hon. Mr. E. D. C. WOLFE).
Sir SHOU-SON CHOW.
Hon. Mr. A. O. LANG.
Hon. Mr. H. W. BIRD.
Hon. Mr. R. H. KOTEWALL, LL.D.
Hon. Mr. D. G. M. BERNARD.
Hon. Dr. W. V. M. KOCH.
Mr. S. B. B. McELDERRY, Clerk of Councils.

MINUTES.

H.E. THE GOVERNOR: The Minutes of the last meeting have been circulated to hon. members of the Council. Are those Minutes approved?

Hon. Dr. KOCH: Before these Minutes are put to the meeting may I ask if it would be possible to include in them more details regarding the replies given to questions asked. Two questions were asked by the Hon. Mr. Lang at the last meeting of the Council. In the Minutes it is stated that the Colonial Secretary replied. That does not give much information.

H.E. THE GOVERNOR: The replies given are published in full in Hansard. That is the usual procedure.

Hon. Dr. KOCH: I thought a few lines might be added to the Minutes.

H.E. THE GOVERNOR: The full replies can be given in the Minues if it is thought desirable, but I am afraid the Minutes are seldom read outside of the Council. I will, however, consider the point.

Hon. Dr. KOCH: Thank you.

The Minutes were then approved.

FINANCE COMMITTEE.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid upon the table the report of the meeting of the Finance Committee held on August 12th (No. 6).

PEAK TRAMS.

The ATTORNEY-GENERAL moved the second reading of a Bill intituled An Ordinance to amend the Peak Tramway Ordinance, 1883.

The COLONIAL TREASURER seconded and the Bill was read a second time.

Council then went into Committee to consider the Bill clause by clause. No amendments were made to the Bill in Committee and upon Council resuming,

The ATTORNEY-GENERAL moved that the Bill be read a third time.

The COLONIAL SECRETARY seconded and the Bill was read a third time and passed.

WIRELESS TELEGRAPHY.

The ATTORNEY-GENERAL moved the second reading of a Bill intituled An Ordinance to amend the law relating to Wireless telegraphy.

The COLONIAL TREASURER seconded and the Bill was read a second time.

Council then went into Committee to consider the Bill clause by clause. No amendments were made to the Bill in Committee and upon Council resuming,

The ATTORNEY-GENERAL moved the third reading of the Bill.

The COLONIAL SECRETARY seconded and the Bill was read a third time and passed.

MIDWIVES.

The ATTORNEY-GENERAL moved the second reading of a Bill intituled An Ordinance to amend the Midwives Ordinance, 1910.

The COLONIAL SECRETARY seconded and the Bill was read a second time.

Council then went into Committee to consider the Bill clause by clause. No amendments were made to the Bill in Committee and upon Council resuming,

The ATTORNEY-GENERAL moved that the Bill be read a third time.

The COLONIAL SECRETARY seconded and the Bill was read a third time and passed.

TRADE LOAN ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill intituled An Ordinance to charge a certain loan upon the general revenue and assets of the Colony of Hongkong.

He said: Preambles to Ordinances have gone out of fashion but even now a preamble is occasionally added to an Ordinance in order that the reason for the Ordinance may always be on record with the Ordinance where it can easily be referred to. I do not think it is necessary to add very much to the preamble of this Ordinance. We all know to what the phraze "a period of financial stringency" refers. Perhaps I might explain, however, that the intention of this Ordinance is merely to give the usual security which is always given in loans by the Colonial Government—the security being the charge of the loan on the revenue and assets of the Colony. It has been contemplated for some time to give this formal security by an Ordinance but there was some little question as to the form the Ordinance should take. I might, perhaps, also add some details with regard to this loan as apparently there is a desire on the part of some members of the public to know something of these details. The actual amount outstanding at present is a sum of £1,600,000. A part of the money borrowed has been paid back. The outstanding amount is repayable—the bulk of it in about a year and a half's time and the rest in about four and a half year's time. But at any time the Government of Hongkong can repay the whole by giving one month's notice to the lenders. The money was borrowed at 5½ per cent. The interest obtained from persons to whom the money has been lent by the Government is 8 per cent., with an increase of ½ per cent. every six months. Having regard to the usual mortgage rates and to the general degree of risk, or absence of risk as the case may be, in respect of money lent by the Government out of this loan. I do not think that 8 per cent. is an unreasonable interest.

(Continued on next column.)

The amount which is at present on loan by the Government is a sum of about fourteen and a half million dollars. Fifteen and a half millions were lent but over a million dollars has been repaid. It will be seen from the preamble that further borrowing by the Government under this Ordinance is looked upon as possible, but as a matter of fact it is not anticipated that any further money will be borrowed by the Government. It is merely included in the preamble as a theoretical possibility.

The COLONIAL SECRETARY seconded and the Bill was read a first time.

Council then adjourned *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the Colonial Treasurer presiding.

H.E. The Governor's message No. 9 was considered. The message included items Nos. 156 to 162 to supplement the estimates, of 1926. The items totalled $10,429 and all were approved.

RUBBER MARKET.

LATEST SHARE QUOTATIONS.

Messrs. Carroll Bros. have received cable advice from Singapore that rubber is now quoted at 67½ cents per lb. They also advise us of the following dividends:

Kluangs.—10 per cent. final, making 20 per cent. for the year.

Jimahs.—20 per cent. final, making 45 per cent. for the year.

Kundongs.—10 per cent. interim, making 20 per cent. to date.

The following are the latest quotations:

Allenbys	Straits $3.35
Alor Gajahs	2.30
Amalgamated Malays	4.70
Ayer Moleks	2.70
Ayer Panas	12.75
Balgownies	4.75
Bassetts	1.35
Brogas	1.65
Bukit Jelotongs	1.10
Bukit Kajus	1.20
Changkat Serdangs	0.70
Connemaras	3.05
Glenealies	2.90
Indragiris	10.30
Jerams	1.85
Jimahs	2.70
Kedahs	4.40
Kempas	9.25
Kuala Sidims	3.95
Lunas	4.05
Malaka Pindas	2.80
Malakoffs	4.85
Mandai Tekongs	0.95
Mayfields	15.75
Mentakabs	0.56
New Serendahs	5.40
Pajams	12.75
Punggors	1.30
Sandycrofts	2.95
Scudais	2.60
Sungei Bagans	4.65
Tapahs	35.25
Tambalaks	1.40
Teluk Ansons	15.25
United Malaccas	2.75
Utan Simpans	4.85

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 25th.

Paris	170⅞
Brussels	176⅛
Amsterdam	12.11.11/16
Berlin	20.38½
Copenhagen	18.28
Vienna	34.43
Helsingfors	192½
Lisbon	2.17/32
Buenos Aires	45.11/32
Shanghai	2/10½
Yokohama	1/11.21/32
New York	4.85.15/32
Geneva	25.15
Milan	147⅛
Stockholm	18.14
Oslo	22.15
Prague	163⅜
Madrid	31.53
Rio	7.37/64
Bombay	1/6.1/32
Hongkong	2/9⅞
Silver (spot)	28⅞
Silver (forward)	28.5/16

GIRL'S ORDEAL IN THE ALPS.

SURROUNDED BY FOUR DEAD COMPANIONS.

VIENNA, July 23th.

A Viennese girl named Lucker, aged 22, is the only survivor of a party of five—Fraulein Lucker and four men—who were caught in a snowstorm on the Wiesbachhorn in the Austrian Alps. Her companions were frozen to death in the blizzard at an altitude of 10,000 feet.

Fraulein Lucker says that the guide, Mayerhofer, died first. She wrapped herself in her cloak and burrowed into the snow, and this saved her life. She lost consciousness, and when she came to herself in bright sunshine she was surrounded by four bodies with staring eyes.

An absorbing Romance of Paris, Italy and the South Seas

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RICHARD BARTHELMESS
IN
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NINE REELS OF THRILLING EXOTIC DRAMA
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WHO WILL SING
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QUEEN'S

TO-DAY & TO-MORROW AT ALL SHOWS.

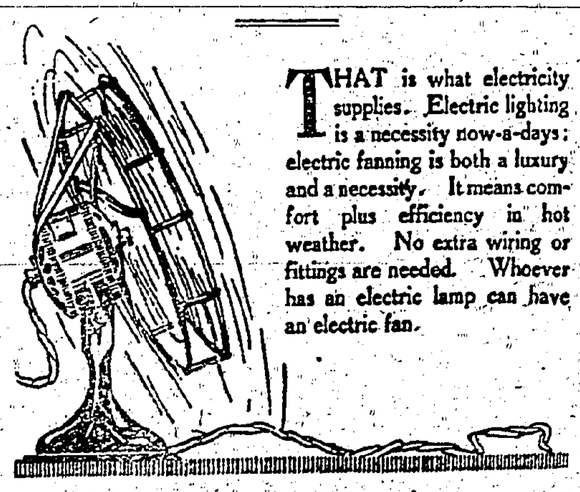
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TO-DAY and TO-MORROW
AT THE WORLD.

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CONTINUOUS 5.30 to 11.30 p.m.

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It will also satisfy your musical taste and be a pride and a delight to you

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WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

RAINSTORM DAMAGE.

GUARDING AGAINST DANGER IN THE FUTURE.

HON. DR. KOCH'S RECOMMENDATIONS.

RESOLUTION WITHDRAWN AFTER DISCUSSION.

At the meeting of the Legislative Council yesterday the Hon. Dr. W. V. M. KOCH moved the following resolution:

> That the Government be pleased to appoint a Commission to search for, examine, and report on, the vulnerable parts of the Colony and Mainland contiguous to houses and roads which are liable to storm water damage, and make recommendations which might tend to prevent the occurrence of such damage. Such Committee to consist of Experts outside the Government Service, who would be associated with other Experts in the Government Service to be nominated by the Government.

In bringing forward this resolution for the acceptance of the Council, he said, I would like to say a few words to recommend it to you. It will be in the minds of the older residents that years ago, typhoons and rainstorms did not create so much much damage on land as they have within recent years.

THE TYPHOON OF 1906.

When the typhoon of '06 caused such loss of life and destruction to shipping, the Government and the people were stirred and public steps were taken to try to avoid future dangers of a similar kind. In consequence, at considerable expense, the typhoon refuge on the other side was built and it has afforded excellent accommodation for craft during these severe blows, so that we have not had any repetition on any large scale of the destruction of 1906.

Now, since the last five years, the island has been opened up by a series of roads most excellently devised and well built, but I have noticed that every year, one might say without exception, at the period of these heavy rain-storms there have been landslides all along these roads and—this year—in the New Territories, causing them to be blocked to traffic for an appreciable length of time.

THE CUTTING OF THE ROADS.

Now, there seems to be no doubt that there is something defective in the cutting of the roads. These roads have for the most part been cut through soft, disintegrated, and what I might call, rotten soil and these cuttings have been left as they were made without any precautions having been taken to prevent what would strike anyone as the probability of these slips. Not only that, but on these main roads the Government has taken advantage of the boom in land some years ago to sell plots for building purposes which seem to me to be most insecure. Unless they are built on in a manner that would obviate any possibility of a collapse of retaining walls during these heavy rain-storms there will ever be present the danger of such happenings as occurred some months ago leading to the flooding of Happy Valley and as occurred again last month leading to similar flooding and to a great deal of damage on Stubbs Road.

Then, also, there is no doubt that there should be some method of dealing with nullahs, especially at their source, which would obviate the terrible damage that occurs from time to time owing to their becoming blocked by boulders and so overflowing and washing away roads and bridges.

BOULDERS.

And a third matter that I would draw attention to is the damage that is done by boulders slipping away from their beds and smashing up houses and doing damage to property. Some years ago, a huge boulder slipped down Morrison Hill and damaged three houses. Two years ago, another huge boulder slipped down from the Admiralty grounds on the Peak and smashed a house on Barker Road. Now we have the last example of an immense boulder slipping down and smashing up No. 3 pumping station.

There seems to me no reason why engineering skill should not be brought to bear on this question to do something towards preventing these accidents which might almost be called avoidable. To the engineer, difficulties present themselves only to be overcome. It is not my province to point out in what manner they might be overcome but I suggest that if these cuttings on these roads were faced with stone or cement, if these huge retaining walls were properly built and properly supervised during building so that they should not act merely as dams, if these nullahs could be trained or diverted, and if these threatening boulders could be removed by blasting, then the great risk of the monotonous recurrence of these damages every year would be removed, a great saving of money effected as well as loss of life and discomfort avoided.

"KEEPING IT UNDER OBSERVATION."

I was told the other day that a report was made to the Public Works about a boulder which was sitting upon a hill and threatening a house. The Public Works were warned that they would be held responsible, I believe. The reply that was received was that the Public Works were keeping it under observation. Now, when such possible danger has been pointed out to them, does it not seem rather casual that a department like the Public Works should make a reply of that kind, if I am correctly informed. One is almost tempted to think of the Director of Public Works watching this boulder and rushing to bear it on his shoulders like a modern Atlas, when it shows signs of slipping.

LESSONS NOT LEARNED.

Then, also, it seems to me that evident lessons to be derived from these damages are not always learned. For instance, the nullah that goes down Pedder Street and that wrecked the street during the storm is being re-built to the same dimensions as before, although on a previous occasion this nullah was also heavily damaged. Why could not the dimensions be made wider?

It is said that these rain-storms occur during high water and that the rising tide meets the rush of storm waters and so prevent it escaping into the sea. But surely if the nullah were made on a proper size from experience already gained this ought not to be a factor.

STUBBS ROAD.

I have also seen that these landslides occur pretty nearly always at the same place or in places closely adjoining previous ones and apart from the removal of the slipped soil nothing seems to be done. I have watched with great interest for months and months, every day, coolies on Stubbs Road near the Peak tram station where there has been a notable slip not yet righted; I have watched these coolies sitting and patting the parapet gently with mud in the hope that an Egyptian sun would bake it so that it might last for centuries. But the same thing occurs every time. The next heavy rain that comes along causes a wash-out in the same place. And thus, not only is safety not secured but we have every year very large sums of money voted to effect what prove to be only temporary repairs.

I maintain that if a Committee was formed who would examine all these danger spots, they would be able to make recommendations which if acted upon might obviate these recurrent storm damages. It might be costly, but in the long run it would be cheap. I have therefore hesitation in putting forward this resolution for the approval of the Council and for the consideration of the Government.

HON. DR. KOTEWALL SECONDS.

Hon. Dr. KOTEWALL: While I do not endorse all the remarks of the proposer, I beg to second the resolution because I think that the Government should do something with a view to reducing as far as human ingenuity can the terrible damage done by rain-storms and floods.

HON. MR. BIRD'S VIEWS.

The Hon. Mr. BIRD: Sir, If I thought that any useful purpose would be served by appointing such a committee I would not hesitate to vote in favour of the resolution, but to my mind its work would merely be a waste of time. In my opinion none of the damage caused by the recent storm, that I have examined, could have been foreseen and guarded against.

Take the case of the big rock which demolished the number 3 pumping station. I believe anyone examining it would have considered its weight alone would have prevented any power except that of an earthquake from moving it.

The damage during these heavy rains is generally caused by some boulder being dislodged from a gully where the bulk of the rainwater collects, then finding its way with a lot of debris into a nullah, which promptly becomes blocked. The water which should be taken away by the nullah then finds some other course for which no provision has been made and serious damage is done.

The vulnerable parts of the Colony extend throughout the whole North side of the island and to examine all the works above Conduit Road and decide which are dangerous would need not only the agility of the mountain goat but the possession of second sight in an advanced degree. I do not propose to vote in favour of this resolution.

THE DIRECTOR OF PUBLIC WORKS.

The DIRECTOR OF PUBLIC WORKS: I would like to say that I know nothing of the report of the dangerous rock referred to by the hon. member who proposed this resolution, but I will make enquiries. With regard to retaining walls, extensive investigations have been made and data collected and recorded, and such walls are being kept under close observation by this Department to ascertain if any movement is taking place.

Where any rebuilding of retaining walls is necessary on private property the cost of rebuilding will of course fall upon the owners of the property.

No doubt, building sites have been sold that are most difficult to develop and every possible care will be taken in future that before Crown Land is disposed of it shall be reasonably easy of development without being a danger to adjoining property.

The Government cannot accept the responsibility for the actual work of any private building, but must continue to restrict its operations to periodical inspections of work in progress to see that there is no departure from the approved plans and to take action in all cases where defective workmanship is discovered.

Areas adjoining building operations in progress are regularly inspected and every effort is made to see that dangerous boulders are removed by the owners of the land on which they are situated.

With the exception of obviously dangerous boulders which are being gradually and steadily removed it is practically impossible to determine the extent of the danger involved in any particular case. In many cases the danger only arises in the course of a few hours and is caused by the diversion of a heavy flow of water from a water course or nullah which may itself have become blocked by small boulders following exceptional rain, and however expert an officer may be this is a danger it is impossible to guard against.

Consideration has always been promptly given to any report from the public regarding the dangerous condition of the hillsides and this policy will continue to be adopted and any report of this nature will always be greatly appreciated.

Having regard to the foregoing fact I am of opinion that it would be difficult for the suggested committee of experts to render any material assistance.

DR. KOCH'S REPLY.

Hon. Dr. KOCH, in reply, said: I am not in a position to give the name of the architect who informed me of the boulder to which I referred. I will endeavour to obtain his permission and then I will let the Director of Public Works know the details. After all, the remarks which have been made in opposing the resolution simply beg the question. Mr. Bird has stated what we all know.

HILL CONIES.

We are not like hill conies who can skip about from rock to rock but any human being can see where dangerous spots are. It does not need pre-vision of greatly magnified power. The places call out to us. The boulders of which I have spoken are located in disintegrating soil, and when we have a long series of daily rain, as we do for thirty or forty days at a time, that rain soaks through the rotten soil. Then when we have a particularly heavy rain the soil gives and the rock comes down.

THE BOULDER AND THE UNIVERSITY.

It is a mercy that the rock which destroyed the No. 3 pumping station did not take another angle and destroy part of the University. Probably if some part of the University had been damaged a little more importance might have been attached to this question of prevention. They say it takes a bishop with a broken leg to cause the bridge to be mended; otherwise it is left as it is. Mr. Bird speaks about boulders coming down the nullahs. Of course they do. That is exactly the point I wish to make. They come down the nullahs and block the streams and the bridges, which are far too narrow, are swept away. On the Magazine Gap Road two years ago something of this sort occurred, and it has occurred again this year. The boulders come down to the bridges and block them. The water spreads out on each side of the road and washes away the road and the bridge. One has only to go to Kennedy Road and Macdonnell Road to see the damage that has been done and to reason how it has come about.

LOOKING AFTER THE NULLAHS.

If the nullahs were looked after and properly trained at the beginning, or diverted in some way, they could undoubtedly be rendered safer than they are. Take Pedder Street nullah. A few years ago the new A.P.C. Building site was under water because the nullah was not big enough. We had a lesson then, but we took no notice of it. At Jardine's corner there is a large pipe in the nullah which occupies a considerable part of that nullah. But we are doing to-day what we did a few years ago. I do not believe any attempt is being made to enlarge the nullah. When we have another storm we shall be in the same position. Then look at the damage done at Shektongtsui.

ENGINEERS.

All these things are matters of engineering. I have the greatest respect for engineers but if they go along in their placid, regular routine way they do not see these things. Therefore I think that if a Committee and these things are pointed out good will be done. These things will be brought to the notice of the engineers concerned who will be able to work out some sort of preventive scheme.

THE GOVERNMENT'S VIEW.

H.E. THE GOVERNOR: I am entirely in sympathy with the mover of the resolution in the object which he has in view in protecting the Colony against the dangers of which we all know. But the Government cannot agree—nor do I think the Unofficial members agree and I do not think even the seconder of the resolu-

(*Continued on next Column.*)

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MAGASIN GENERAL.

EDUCATIONAL MATTERS.

DIRECTOR'S REPORT FOR 1925.

DECREASED REVENUE, INCREASED EXPENDITURE.

A very comprehensive report for 1925 by the Director of Education, dealing with the various phases of education in the different schools of the Colony was presented at yesterday's meeting of the Legislative Council.

Referring to revenue and expenditure, the report states:—

The only Revenue collected by this Department comes from school fees, which amounted in 1925 to $94,416 as against $121,478 in 1924.

The expenditure was $1,019,905.23 an increase of $86,980.58 over the previous year. These figures do not include expenditure on school buildings or furniture which are debited to Public Works.

The increase is mainly due to an increase of $36,500 in personal emoluments caused by the employment of more staff in the first half year; of $15,000 for fees and maintenance for students in training at Hongkong University: of $5,400 in rent: of $11,400 under capitation grants: of $8,400 in the subsidies paid to vernacular schools: and of $10,000 under building grants.

tion agrees—with the remedy the hon. member suggests which is the appointment of a committee. I do not think a Committee would help us at all in this matter.

UNFORESEEN DANGERS.

What I do think will help us is action by the Director of Public Works and his officers, and assistance from public spirited members of the community who would draw immediate attention to danger apprehended from any boulder. If that is done, we have done as much as is humanly possible to guard against unforeseen dangers. Foreseen dangers can be guarded against and I think the Director of Public Works does his utmost to protect us from any danger that can be foreseen. Many dangers cannot be foreseen. When they come upon us all that we can do is to make good the damage and then take steps to guard against future danger in the same locality. Such steps are now being taken.

HOUSE PLOTS.

The Director of Public Works is fully alive to the necessity of exercising great care in the future sale of house plots and no house plot is sold if it is in a position where it is likely to become a public danger. My honourable friend is fully alive also to the danger of retaining walls and is having them examined. But most of the retaining walls which are suspect are not Government, but private walls and it is for the owners to look after their own property.

RESOLUTION UNACCEPTABLE.

The Government are unable to accept the resolution as it stands and I hope the hon. member will not press it to a division. I am in full sympathy with the object of the resolution but I do not think the appointment of a committee will achieve that object.

DR. KOCH WITHDRAWS.

Hon. Dr. KOCH: I am quite satisfied with the explanation that has been given. I hope it is understood that I do not blame the Public Works Department or the Director of Public Works or any officer of the Department. I know that they are hard worked. At the same time unless these things are brought continually to their notice they may slip from attention. After what you have said, Sir, I think I have achieved my purpose and I ask permission to withdraw the resolution proposed.

The resolution was withdrawn and the discussion closed.

KUOMINTANG BANKERS.

ALARMED BY WAR NEWS.

BONDS BECOMING A DRUG ON MARKET.

THE DEMONSTRATION AGAINST HONGKONG.

[FROM OUR CHINESE CORRESPONDENT.]

The success of the Northern Expedition depends no little on the native banks and exchanges in Canton, Swatow, and other more or less important ports in Kwangtung. According to those in touch with the Canton situation, the news of the fall of Nankow Pass and the retreat of the Kuominchun under Feng Yu Hsiang, the "Christian General," has finally reached these financial circles, despite strong efforts on the part of the Kuomintang to suppress it. Realizing the hopelessness of the Kuomintang, in advancing towards Peking, without the support of the Kuominchun and the remote chance of having all the Kuomintang war bonds and treasury notes redeemed as promised, these documents are now finding an exceptionally dull market. The several celebrations staged during the past few days in order to impress upon the masses that the Kuomintang has been making great progress in arms do not much appeal to the native bankers as they have their connections in Shanghai, Hongkong, and other large ports in China, through which they may seek for accurate information. By being careful as to the handling of Kuomintang securities, the native bankers are directly and indirectly lowering the chance of Kuomintang success.

MISUNDERSTANDING.

The fracas between Kuomintang troops and the people's Volunteers in Chinshan, near Macao, resulted, it is believed, from misunderstanding. The difficulty there during the last few days appears to have been settled. The reports of an uprising of "anti-Reds" in Chinshan may therefore be discounted.

To discourage espionage and check the spread of information unfavourable to the Kuomintang in Canton, the Kwangtung Provincial authorities are to supplement the Kuomintang Board of Censors in exercising strict inspection of mails, telegrams, and publications. The Canton authorities have now formally recognised the existence of an "anti-Reds" movement in South China and have made special reference to it in official dispatches.

Kuomintang war bulletins continue to give reports of victories in the Hunan "front." Except Yochow, which is well known throughout China, some of the places reported to have been taken mean but very little to the Canton public, who do not know where they are exactly.

"ANTI-REDS."

So far, only two districts in Eastern and one district in Southern Kwangtung have become "anti-Red." The "anti-Reds" are claiming that a number of Kuomintang leaders are ready to desert their Soviet comrades, M. Borodin and others, to join the "Common People's Self-Selvation" movement, in order to oust the "Reds" from South China.

KUOMINTANG OFFICERS ATTACKED.

The Peasants' Corps in Hokshan, a Kuomintang organisation, on August 22nd, attacked practically all Kuomintang controlled revenue offices, driving off their staffs as well as destroying some of the property and buildings. The farmers in Hokshan, mostly engaged in tobacco cultivation, have been objecting to high production taxes and Strike Committee interference with their export for some time and, when being pressed for subscriptions to war bonds and payment of taxes in advance, they "had words" with the collectorate of the tobacco taxes which was followed by a general attack on all Kuomintang controlled fiscal agencies.

"BY RESOLUTION."

The Special Court in Canton, presided over by Judge Loo Hing Yuan, a British trained Barrister-at-Law, having refused to find Mr. Kwok Mea Hing guilty of murder of the late Mr. Liao Chung Hoi, a Kuomintang leader, the Central Executive Committee has finally condemned him to death, "by resolution," without a trial.

THE CHIEF JUSTICE.

Mr. George Hsu Chien, having just returned from Moscow, has assumed his seat on the Judicial Commission and as Chief Justice of the Kuomintang Supreme Court in Canton. Before Mr. Hsu went North to be on the staff of Feng Yu Hsiang, he was a professor in Canton Christian College as well as a member of the Kuomintang Executive Committee.

RUBBER PERMIT RESCINDED.

The Canton Strike Committee has decided to rescind its previous permit allowing rubber to be imported into Canton. A certain Chinese firm has found it too costly to continue to pay special fees to have the permit stamped and has thought it best to suspend import for the time being from Singapore.

(Canton Information Bureau Through Reuter's Agency.)

CANTON, August 25th.

The General Staff, at the front, telegraphed that Yochow was captured on the 22nd instant, and that the Nationalist forces are now advancing towards Wuchang and Hankow cities.

SEQUEL TO H.E. THE GOVERNOR'S DECLARATION.

A great demonstration was held today when the merchant, industrial, educational and labour delegations paraded the Canton streets protesting against the recent declaration by the Hongkong Governer that the Canton Strike Committee was a band of banditti and pirates.

HONGKONG SECTION AT WEMBLEY.

REPORT PROMISED SHORTLY.

QUESTION OF 1925 ESTIMATES.

At the meeting of the Legislative Council yesterday afternoon, the COLONIAL SECRETARY moved the second reading of a Bill intituled An Ordinance to authorise the appropriation of a supplementary sum of $832,249.52 to defray the charges of the year 1925.

The COLONIAL TREASURER seconded and the Bill was read a second time.

HON. DR. KOTEWALL'S QUESTIONS.

Hon. Dr. KOTEWALL: Sir, arising out of the item "British Empire Exhibition," $205,197, under Miscellaneous Services on page 10, may I ask when a report on the working of the Hongkong Section will be published? I know that the Hon. Secretary for Chinese Affairs has been very busy since his return to the Colony, but I hope that he will soon be able to find time to submit a report showing the total receipts and expenditure for both 1924 and 1925, what benefits he considers have accrued to the Colony from our participation in the Exhibition, and in what way he thinks that the trade of Hongkong with the other parts of the Empire can be promoted or improved.

MOTOR CARS.

On page 12 under the same head, the original estimate of $9,000 for the running expenses of motor-cars is shown to have been exceeded by $11,008, or an increase of 120 per cent.; and the explanation given is that the item was under-estimated. Knowing as I do the care with which the Treasury has always exercised in the preparation of Estimates, I cannot believe that this enormous excess could have been due entirely to under-estimating; but the Hon. Colonial Treasurer can tell us whether the explanation inserted against the item is adequate or not.

ROADS AND BRIDGES.

Under Public Works Recurrent on pages 34, 36 and 38, large savings are shown to have been effected in the items "Maintenance of Roads and Bridges" and "Maintenance of Sewers, Nullahs, etc.," the explanation furnished in every case being that the expenditure was kept down to the minimum. While I strongly support the Government in its general policy of economy, I respectfully submit that it is false economy to cut down the expenses allowed for the maintenance of roads and nullahs, for a heavy rain, not to speak of a rainstorm, causes greater damage to a neglected road or nullah than to one that is kept in good repair.

"NATURAL DEVELOPMENT" OF THE COLONY.

Under Public Works Extraordinary on pages 42, 46, 48 and 50, the various items "General Works" under Roads, Training Nullahs, and Miscellaneous Drainage Works, all show very large increases, some ranging from 100 per cent. to 190 per cent.; and the reasons adduced for the excesses are either "Expenditure greater than anticipated due to the development of the Colony," or "Necessary to keep pace with the expansion of the district." It would be a matter of considerable interest to the public to learn whether it is a fact that the amounts estimated by the Government, in 1924, a normal year, as being sufficient for the normal requirements of 1925, were actually exceeded to the enormous extent I have indicated in spite of the strike and boycott, as a result of the natural development of the Colony.

WEMBLEY ACCOUNTS.

The SECRETARY FOR CHINESE AFFAIRS: It has been impossible to present a report on the working of the Hongkong Section of the Wembley Exhibition up to the present as accounts continue to arrive from London. Some were received only a fortnight ago. There was, as anticipated, a great mass of detail to be settled after the close of the Exhibition and there was considerable uncertainty as to the disposal of Colonial produce in general. Now, however, it seems that the detail remaining can be dealt with in Hongkong and we are in a position, I think, to proceed with the closing of accounts and the presentation of a report.

The COLONIAL TREASURER: With reference to the question raised by the Hon. Chinese Member regarding motor cars, the vote includes both motor cars and lorries. After the estimate was made a good deal of extra expenditure was incurred. For example there was considerable expense in obtaining motor cars for taking the nurses of the Government Civil Hospital to Victoria Hospital and bringing them back.

PUBLIC WORKS ESTIMATES.

The COLONIAL SECRETARY: As regards the Public Works estimates referred to by Dr. Kotewall, the Council may rest assured that wherever a saving has been made it has been done after very careful regard has been given to public requirements. While the Government—when the crisis took place in 1925—requested the Public Works Department to reduce its expenditure to a minimum, it did not in any way suggest that necessary work should be cut out. I think my hon. friend, the Director of Public Works, may be trusted not to have omitted any essential part of maintenance of buildings, roads or nullahs, referred to by the hon. Chinese member. As regards the under-estimating, or over-expenditure to which the hon. member drew attention, the Council will remember that the year 1925 opened with every prospect of great prosperity. When the estimates were framed I gather that it was not possible to foresee exactly how far that prosperity would take the

(Continued on next column.)

S.C.A. REPORT FOR 1925.

CHILDREN EMPLOYED IN FACTORIES.

DECREASE IN MARRIAGES.

At the Legislative Council meeting, yesterday afternoon, the report of the Secretariat for Chinese Affairs for 1925 was presented.

It contains some interesting matter, from which a few extracts have been taken.

The opening of the report is of interest, inasmuch as it refers to outstanding events of 1925, the General Strike and Boycott, as a fanatical outburst. A comprehensive report of the salient features of the strike are included in the report, which pays a special tribute to the wonderful spirit of loyalty and solidarity shown by the Chinese intelligentsia of the Colony in face of the great crisis.

CHILDREN IN FACTORIES.

Dealing with the employment of children in factories, the report states:—

There are 30 factories—23 in Kowloon and 7 in Hongkong—employing a total of 300 children under the age of 15 years. (There are of course many other factories which do not employ children.) Of the 300 children, the knitting industry employs 150, cigarette and cigar making 110, printing and allied trades 10 and other miscellaneous trades 20. The Canton Nanyang Bros. Tobacco Co., Ltd., is the largest employer of child labour in the Colony with 105 children.

The report goes on to say that the work done by children in the factories is of a very light nature, calling for quickness and deftness of fingers rather than strength. The children do not appear to be affected by the work.

DANGEROUS TRADES.

There are 29 glass factories, 18 being in Hongkong and 11 in Kowloon. These have suffered in common with all others owing to slackness of trade. A remarkable feature of this industry is the large proportion of youths employed. Although boys under 15 are not allowed to work in glass factories, there are very few adult workers, the majority being youths between 15 and 20 years of age.

BOILER-CHIPPING.

Frequent visits were paid to all shipbuilding and engineering yards to ensure that boys under 15 are not employed at this work. There is a temptation to use small boys when cleaning out the boilers of steam-launches and small ships. On one occasion it was found that boys were being smuggled at night into the Taikoo Dockyard for this work, the contractor taking advantage of the European gatekeeper being off duty. Steps were taken to prevent a repetition of this and no further trouble was experienced.

FIREWORKS.

There is only one factory in the Colony engaged in the manufacture of fireworks and crackers. This is a well-built modern place situated on the Kowloon City Road. No children are employed there.

NEW INDUSTRIES.

It is worthy of note that in spite of the general depression of trade an important new industry has been established in the Colony during the past year. Two factories, one at Sham Shui Po and one at Shaukiwan have commenced to manufacture rubber soles for Chinese shoes. Heavy and costly plant has been installed and these factories should form a valuable addition to the list of the Colony's industries.

PERMITS.

Four hundred and twelve permits to fire crackers were issued as against 1,301 in 1924, and of these 333 were on the occasion of marriage.

Other permits issued were 21 for religious ceremonies and 6 for processions. 120 permits were issued for theatricals, 110 of which performances were held in permanent and 10 in temporary buildings.

MARRIAGES.

The number of marriages solemnised during the year was 159 as compared with 710 in 1924. The number contracted at the Registrar's Office was 24. In 1924 it was 27.

REVENUE AND EXPENDITURE.

The revenue derived from all sources during the year was $15,742; less than that for 1924 by $2,974.

The total expenditure was $29,226 as compared with $27,513 in 1924.

Colony. The requirements, therefore, could not be estimated with very great accuracy, and the Colony may, I think, congratulate itself that in spite of the crisis which developed, its prosperity was such as to render every estimate of expenditure totally inadequate, and also congratulate itself on having ample funds available to meet every expenditure which was incurred.

NEXT YEAR.

I might add for the information of the Council that every possible effort is being made to see that the estimates of next year are prepared with every regard to the total expenditure which is likely to be incurred, and I hope it will not be possible for members of this Council to draw attention to large over-expenditure on votes when the estimates for 1927 come to be criticised.

Council then went into Committee to consider the Bill clause by clause. No amendments were made to the Bill in Committee and upon Council resuming

The COLONIAL SECRETARY moved the third reading of the Bill.

The COLONIAL TREASURER seconded, and the Bill was read a third time and passed.

ALLEGED PIRACY.

SEQUEL TO SUPREME COURT DECISION.

FURTHER CLAIM BY THE PLAINTIFFS.

Some time ago, at the Supreme Court, a local Chinese firm secured damages against a Chinese shipping firm for failing to deliver a quantity of goods to San Wui, in the Province of Kwangtung. The defendants claimed that the junk which conveyed the goods had been pirated. On that occasion, Sir Henry Gollan (the Chief Justice) held that the defendants had not proved that the piracy had occurred and gave judgment for the plaintiffs.

The parties appeared before Mr. Justice Wood at the Summary Court yesterday, when the plaintiffs sued the defendants for $998.39, comprising the value of the goods lost, and payment made in regard to Customs' dues and coolie hire.

Mr. L. D. Turner appeared for the plaintiffs, while the defendants were represented by Mr. M. K. Lo.

Mr. Turner said that the goods were on a junk in September, 1925, at the request of the defendants. Delivery receipts were given plaintiff. The total value of the goods shipped amounted to over $4,000, but plaintiff was claiming $998.39 only. The other goods were for another firm in the country, in which plaintiff had a slight interest. No instructions had been received from the other partners in regard to claiming for all the goods lost.

Continuing, Mr. Turner said that the goods never reached their destination. When the defendants were approached they told him that the junk had been pirated. The case was ultimately heard before the Chief Justice, and his Lordship had come to the conclusion according to the evidence before him that the piracy had not been proved. Plaintiff now held that the goods were not pirated, nor had they been delivered. The defendants had therefore still got the goods or had sold them.

Plaintiff said that the Ho Yuan firm in Hongkong had a separate branch in the country. He had a little interest in that branch, and acted for the partners as agent in Hongkong.

On September 18th, 1925, two partners of the defendant firm asked him if he had any goods to ship to San Wui, as they had a junk to convey them. They also stated that they would be responsible for the safe delivery of the goods. The goods were put on board, and he also handed over to the defendants fees for Customs' dues and coolie hire. He also requested them to let him know before the junk sailed. When the junk left he was not told, and on October 28th defendants told him that she had been pirated.

Replying to Mr. Lo, witness said that he thought the junks belonged to defendants. He had on several previous occasions shipped goods to the interior.

The case was adjourned.

MATAUKOK MURDER.

INDIAN CONSTABLE SHOT IN THE BACK.

HIS OWN REVOLVER USED.

Fahir Mahomed, an Indian constable, died at the Government Civil Hospital yesterday, as the result of a bullet wound, which he received whilst on patrol duty at Mataukok, New Territories, on Wednesday night. The murder was committed, it is said, by a Chinese.

Deceased was accompanied on duty by another Indian constable on the Tokowan Road. He became separated from his companion and went towards the seashore. A few minutes later a shot was heard, and the deceased constable was found lying on the beach.

According to his dying depositions, deceased was squatting on the ground, his revolver lying a few feet away. A Chinese suddenly appeared from behind a rock, picked up the revolver, and shot the constable in the back. He then decamped, taking the revolver with him.

The wounded man was unsuccessfully operated upon at the hospital.

NOVEL INVENTION.

BOILER CLEANING MADE EASY.

An invention which will arouse much interest in local marine engineering circles has made its appearance here. It is a patented mechanical process known as "Branda," and can be employed to great advantage in the work of scouring and removing tartar, besides the general cleaning of marine boilers, smoke tubes.

The importance of the cleanliness of the interior of boilers is long since recognised, but hitherto, the process has involved tedious labour by hand. An explanatory booklet regarding the invention is issued by the Hongkong and South China Mechanical Boiler Clipping and Cleaning Company, of 12, Pedder Street.

The system is not only invaluable for interior boiler work, but an adjunct of apparatus consisting of an arrangement multiple chipping hammers ensures efficiency and speed for cleaning big surfaces of plates. It is also very useful for use on small surfaces on which tartar, rust or incrustations are particularly hard.

The system has been fully tested by French Shipping Companies, and the Compagnie des Messageries Maritimes have adopted it for all of their vessels.

It is intended to give a demonstration in Hongkong in the near future.

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Dated the 26th day of August, 1926.

DEACONS,
Solicitors for the Executrix,
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The Daily Press.

HONGKONG, AUGUST 27TH, 1926.

THE BATTLE OF THE CHURCHES.

WE are not surprised that the threat against the old churches in the City of London has aroused a storm of controversy in England. The question involved is one of great interest to Church people wherever they may be; and we believe there are many readers in Hongkong who would learn with regret that any of these sacred shrines had been destroyed. It is a singular circumstance that the threat has come—not from outside the Church, but from within. Recently the National Assembly of the Church of England framed a Bill for Parliament, entitled the Union of Benefices and Disposal of Churches (Metropolis) Measure, and with the help of the Bishops in the House of Lords this Bill was given a second reading. The Lords then sent it to the House of Commons for their approval, and if the Commons agreed, the only thing wanting to turn the Bill into an Act of Parliament was the Royal assent.

It must have been somewhat startling to the Fathers of the Church to discover that their proposals were unacceptable to the laity, not merely in London but throughout the country. The idea of conferring powers upon the Bishop of London—the prime mover in this matter—and other right reverend ecclesiastics to enable them, if so disposed, to demolish the ancient churches created resentment. There are 52 City churches, nine of which were built before the Great Fire, and 32 of which were built by Sir CHRISTOPHER WREN. One of the arguments of the promoters of the Bill is that if some of these buildings were demolished and the sites sold for business purposes the Church of England would get £1,500,000 in cash, and that this vast sum could be used to provide new churches outside London in new districts where the population is rapidly increasing. Some of the churches in the City, it is said, are scarcely used—at any rate on Sundays—because there is no resident population, while outside London there is population without churches.

Foremost in the battle to preserve the old churches stand the City Corporation. On their behalf the House of Commons were treated to a picturesque sight, when the Sheriffs of London appeared in State at the Bar of the House, and presented a petition against the measure promoted by the Bishops and approved by the House of Lords. The City has an ancient right to present a petition to Parliament in person, a unique privilege shared by no other authority. It is a privilege which is very seldom exercised, and for that reason few of the present members of the House of Commons have witnessed the ceremony. But because it is a very rare occurrence all the more weight is attached to it, and it is plainly evident that Londoners value the old churches. They are regarded as national monuments and not the sole property of the Church of England. The cost of erecting them after the Great Fire was defrayed out of a tax levied by the Act of 1667 upon every chaldron of coals entering the Port of London; an arrangement which morally, if not legally, endows the citizens of London with rights in these beautiful buildings. The final decision rests with the House of Commons, and it is hoped that that House will tell the Bishops next session, when the matter will be decided, that the way to provide churches for the new suburbs of the Metropolis is not to destroy the churches which a vigorous and a more reverent generation of Churchmen built to be the glory of London.

The quarantine restrictions imposed against arrivals from Saigon on account of cholera have been removed.

The return of notifiable diseases, for the 24 hours ended the 25th inst., mentions two Chinese cases of enteric fever.

A scavenging coolie was sentenced to two months hard labour, at the Central Magistracy yesterday, for loitering on the verandah of No. 7, Fat Hing Street.

In our report of the wedding of Mr. Handley Pegg yesterday, we incorrectly stated that Mr. Pegg was the Executive Engineer in charge of the Roads Office of the P.W.D. This post is held by Mr. P. Douglas Wilson.

The opening ceremony in connection with the Wing On Company's new five-storey godown at No. 186, Connaught Road West, is to take place to-morrow (Saturday) morning at eleven o'clock. Tea will be served from 11 a.m. until 3 p.m.

The many friends of Mrs. Barton, wife of Mr. L. A. Barton, of the Hongkong Treasury, will be interested to hear that she has succeeded in passing the London College of Music examination for pianoplaying. She has been made an Associate and has received the College diploma.

A Chinese shroff in the employ of the Nanying Tobacco Co., pleaded guilty, at the Central Magistracy, to a charge of stealing 70 bales of glassine paper. The defendant was remanded until September 2nd, as Mr. D. L. Strellett, who prosecuted, said there was a possibility of further charges being brought against accused.

A claim by a Chinese motor driver for $1,000 against the Hongkong and Kowloon Taxicab Company for alleged breach of contract, was to have been heard at the Summary Court yesterday, but Mr. W. B. Hind, who represented plaintiff, intimated that the claim had been withdrawn. Mr. L. D. Turner appeared for the Taxicab Company.

An alleged bag snatcher was arrested in Aberdeen on Wednesday night. It was thought that he was the miscreant who had been busy on the Peak and Upper Levels during the past few days, but the European ladies concerned have failed to identify him. He has, however, been identified by an amah, as a man who attempted to rob her.

Home mail (letters only, dated London July 20th), sent *viâ* Negapatam, arrived here yesterday morning by the s.s. *Tilawa*. The steamer landed a total of 133 bags of letters, 30 of which were from the United Kingdom, and the remainder from the Straits. The Home paper mail of the same date an *viâ* the same route is due to arrive by the *Jeypore* on Sunday.

A second man has been arrested in connection with the assault made upon an Indian constable in Waterloo Road recently. On his appearance before Mr. J. H. B. Nihill, at the Kowloon Magistracy yesterday, on a charge of attempted highway robbery and assault, the accused was remanded till next Wednesday, when the man at present on remand will appear before the Court.

DOCTORS AND GOVERNMENT HOSPITALS.

HON. DR. KOCH'S QUESTION.

WHY HAVE THE GOVERNMENT GONE BACK ON A PROMISE?

At the meeting of the Legislative Council yesterday the Hon. Dr. W. V. M. KOCH asked:

1. Will the Government state the reason which led them to go back on the promise or understanding that Private Medical Practitioners would be allowed to attend their own cases in the Kowloon Hospital?
2. It was understood, when the Victoria Hospital was built by Public Subscriptions as a Memorial of Queen Victoria's Jubilee, that Private Medical Practitioners were to be allowed to treat their own cases there.

Will the Government state the reason that led them to go back on their promise?

The COLONIAL SECRETARY read the following replies:

1. Government is not aware that any such promise was made. The Honourable Member is referred to the reply given to the late Hon. Mr. P. H. Holyoak on December 29th, 1925, which will be found on page 116 of Hansard for 1925.
2. I have not been able to trace any such promise and I shall be obliged if the Honourable Member will be so good as to furnish me with details which will enable me to trace it.

Hon. Dr. KOCH: I will bring up the question again at a later date after I have made the necessary enquiries.

At the meeting of the Council on December 29th the late Hon. Mr. P. H. Holyoak asked:

Will the Government revert to its original intention of allowing private medical practitioners to visit and treat their own patients in the Kowloon hospital should they so desire?

The Government's answer was:

"The Government is not prepared to reconsider this matter. There was originally a proposal that a part of the Kowloon Hospital should be set aside as a Nursing Home, to be run on the lines of the Peak Hospital, but it was decided that the difficulties of management and discipline rendered such an arrangement impracticable. A private practitioner can inform the Medical Officer in charge of any circumstances in connection with a case, and, if the Medical Officer or the patient so desires, he can be called in in consultation."

BOTANICAL AND FORESTRY DEPARTMENT.

REPORT FOR 1925.

SERIOUS HILL FIRES.

The report of the Botanical and Forestry Department for the year 1925 was presented at the meeting of the Legislative Council yesterday.

The report deals exhaustively with the various gardens, parks and grounds of the Colony.

It states:—

With the exception of the fourth quarter when only 5.24 inches of rain fell the weather was generally favourable to both gardening and forestry operations; only a very small number of flowering trees in outlying district died owing to the slight drought experienced.

The total rainfall for the year was 95.28 inches as against 105.51 inches in 1924. Particulars of rainfall are given in Table I.

Typhoon signals were hoisted six times during the year and the usual precautions were taken on each occasion to prevent damage to pot plants and plant houses in the Gardens; fortunately no bad storms were experienced and the damage was very slight.

During the year the total number of trees, shrubs and other plants sold was 1,475, of which 909 were the ordinary Maiden-fair ferns.

Plant specimens collected in Hainan to the number of 228 received from Canton Christian College and 139 received from the Arnold Arboretum were mounted during the year.

A large number of specimens of the local flora were collected in Hongkong and the New Territories and added to the present collections to supplement those species which are represented by only very old, and in some cases, incomplete dried specimens.

On the roadsides of Hongkong, Kowloon and the New Territories shade and flowering trees to the number of 2,594 were planted.

HILL FIRES.

Two new fire barriers were made during the year, one at Taipo Forestry Reserves, 1,450 feet in length and another, in the vicinity of the Wireless Station at Cape D'Aguilar, 3,852 feet in length.

Hill fires were numerous and serious during the year, the total number dealt with being 68, as against 18 during the previous year, of these 11 occurred in the first quarter, four in the second, three in the third, and 50 in the fourth. The most serious fire was in the pine plantations above the Shek O Road, where not less than 10,000 young trees were totally destroyed.

The total number of persons arrested and charged by forestry guards, who experienced great trouble during the early days of the strike through raids being made on plantations, etc., was 433, as compared with 449 in 1924, and 406 in 1923. Of these 376 were fined, 23 cautioned, 7 received strokes with a light cane, 22 had their bail estreated and 5 were discharged.

THE DEVASTATION AT HAPPY VALLEY.

STEPS TAKEN TO PREVENT RECURRENCE.

HON. MR. D. G. M. BERNARD'S QUERY.

At the meeting of the Legislative Council yesterday, the Hon. Mr. D. G. M. BERNARD asked:

3. In view of the devastation at Happy Valley caused by the recent rainstorm will the Government state what steps are being taken to prevent a recurrence of this? I refer especially to the spot on Stubbs Road where a shoot has just been re-erected for dumping earth. This spot formed the subject of an enquiry on August 4th last year and Happy Valley has now been damaged twice from this quarter.
4. What action has the Government taken in regard to the recommendations made by the Jury at the enquiry of August 4th, 1925?

(Note: The recommendations referred to in the second query were made by the jury following the enquiry into the death of a coolie who was killed through the collapse of a retaining wall at Happy Valley during the 1925 flood. Among the riders added to the jury's verdict were:

1. The Public Health and Buildings Ordinance in so far as it covers the development of sites and construction of retaining walls needs immediate amendment. Such amendment as regards retaining walls must enforce the drawing up of a proper and complete set of specification of materials to accompany each submitted plan and further that not only should each retaining wall be judged individually upon its own merits, but that the final authorisation for construction should rest solely in the hands of the Director of Public Works.
2. There should be more co-ordination and co-operation between the Building Authority, the Drainage Engineer and the Executive Engineer in charge of Roads than appears to exist at present.
3. Regarding development of sites and for the prevention of land slides during such development, we are of the opinion the question of drainage is most vital and in consequence each such development plan must be submitted to the Drainage Engineer for his approval before work is started and that responsibility for such approved drainage during development shall rest solely with the architect in charge.)

The COLONIAL SECRETARY read the following replies to Mr. Bernard's questions:

3. Certain additional large open nullahs are being constructed which, it is hoped, will prevent a recurrence of the devastation at Happy Valley. With regard to the spot on Stubbs Road referred to the damage to Happy Valley from this quarter on the occasion in question was negligible. The reconstruction of the shoot for dumping is necessary to expedite the completion of the open dump which cannot be left in its present unfinished state. The deposit of silt that flowed over the Happy Valley on this occasion was caused by the bursting of a covered nullah running under a neighbouring dump from the same property. The damage to the nulah was caused by boulders from the hill-side, and it is hoped that the risk of similar damage to Happy Valley will be obviated in future when the additional nullah construction already referred to has been completed.
4. The precautions taken by Government include the recommendations of the Jury as regards reconstruction made on August the 6th, 1925. The other recommendations have been complied with as far as practicable, except as regards the amendment of the Public Health and Buildings Ordinance, which is still under consideration.

GOING HOME.

So you are going back to England,
Away to the West Countree,
You will never regret the parting
With this spot in the China Sea?

I'm not so sure, old optimist
But that on a Summer's day,
You'll long when you bathe in an English sea
For the beach at Repulse Bay.

When the nights of an English winter
Keep you prisoned by the fire,
You'll long for old nights in this Eastland,
And you'll almost choke with desire.

When you long for a scene of splendour,
You'll dream of that old delight—
The glow of the moon in the Harbour—
The glow of the Peak in the night.

When you golf on the greens of England,
What memories the past will bring,—
Then you'll long for another Sunday
On the old course at Fanling.

So you are going back to England,
To the country where you belong:
But you're only going back, comrade,
To dream till you die, of Hongkong.

P.

A confiscation order was made at the Kowloon Magistracy yesterday, in connection with seven revolvers and five automatics, all of which were fully loaded, seized by revenue officers at No. 4, Tung Street.

NORWEGIAN VESSEL PIRATED.

LOOT TAKEN TO BIAS BAY.

EUROPEAN LADY PASSENGER THREATENED.

RINGS FORCIBLY REMOVED FROM HER FINGERS.

[FROM OUR SWATOW CORRESPONDENT.]

SWATOW, August 24th.

The Norwegian s.s. *Sandviken* left Canton for Swatow at 9 a.m. on 21st instant with about 120 passengers and general cargo. At about 7.15 p.m. of the same day when South of Hongkong about 40 pirates armed with revolvers and knives took forcible possession of the ship, their first act being to cut the wireless. The pirates boarded the vessel as passengers in Canton. The Captain was forced to proceed to Bias Bay. Armed pirates took possession of the bridge and engine room and the Captain with only a track chart and no knowledge of Bias Bay was told to go at full speed. Armed pirates in the engine room drove the stokers to maintain steam at high pressure and the Captain was thus placed in an unenviable position, having to navigate, at the highest possible speed, waters unknown to him and of which he had no chart.

When the vessel arrived near Tsang Chau the pirates allowed the Captain to slow down and finally the ship was stopped. They would not allow an anchor to be dropped, nor would they let the engines be moved after they had once stopped; consequently the vessel drifted and was in great danger of being stranded.

The pirates looted every scrap of money and jewellery that could be found on the persons and in the cabins of the Captain, ship's officers, crew, one European lady passenger, and all the Chinese passengers.

A small amount of cargo was taken out of the ship's hold at Tsang Chau where a junk came alongside the ship. The European lady passenger was wearing some tight-fitting rings which were forcibly removed from her fingers. The pirates, in their impatience, threatened to cut off her fingers, but were persuaded by the Captain to wait until the rings could be got off otherwise. The pirates released the ship at 6 a.m. on the 22nd and she proceeded on her voyage to Swatow, arriving here at 9 p.m. the same day with crew and passengers all safe.

The total loss in cash, personal effects, ship's stores and cargo is about $30,000.

The "amusing" part of the piracy—if there is an amusing side to it—is that this vessel was chartered by what is known locally as the "Bolshy Co." or "Soviet Trading Co." which latter sometime ago opened offices in Canton and Swatow.

MR. SIM KYE LIM.

This British born subject is still in the Strike Committee's gaol, and presumably he will stay there since no effort worth talking about has been made by H.M. Government to get him out. Meanwhile the Strikers are hooting with delight at the discomfiture of the hated British and have gone as far as to suggest that Mr. Sim Kye Lim was only captured in order to show the Strikers and Unions how little the British Consul could do.

GEORGE HSU JEN.

This arch-Communist, who recently accompanied Feng Yu Hsiang to Moscow, passed through here the other day *en route* to Canton. With him on the s.s. *Loong Hwa* were about a dozen Russian military officers and their families, said to be proceeding to Canton to stiffen up Chang Kai Shek's revolutionary army. The local extremists called on these mercenaries and feted them during the ship's stay in port.

STRIKE PICKETS.

It is not generally known that for 14 months the strike pickets used as their base and carried on their operations afloat from one of B. & S.'s pontoons. Doubtless our misguided passion for patience and conciliation suffered them to conduct their criminal activities from British property, but at last something has been done. Yesterday it is reported that they received an ultimatum to clear out or ——? By the evening they had gone.

THIEVES BUSY.

CHEQUE SNATCHED FROM A CHINESE.

TELEGRAPH COMPANY VICTIMISED.

The following reports of thefts were contained in Police reports issued yesterday:—

A Chinese shopkeeper, who was walking in Wing Lok Street, suddenly found a cheque which he carried in his pocket snatched away by a man who made his escape in the direction of the Western Market. The cheque was on a Chinese bank in favour of another man for $678.78.

A rolled gold wrist watch, valued at $48, which a saloon steward of the s.s. *Empress of Canada* left in a box which he kept under his head as a pillow, was found to have disappeared while he was asleep.

For about a week thieves are reported to have taken from May Road, Bowen Road and Garden Road, 600 feet of telegraph cable valued at $400, the property of the Eastern Extension Telegraph Company.

GREEK CRISIS.

PANGALOS SENT TO A CRETAN PRISON.

[THROUGH REUTER'S AGENCY.]

ATHENS, August 26th.

Pangalos has been transferred from the Island of Aegina to Crete, where he is being detained in the Izzedin prison.

SERIOUS SITUATION ARISES IN SPAIN.

PETITION TO DISMISS GENERAL PRIMO DE RIVERA.

THE KING'S ATTITUDE.

ST. JEAN DE LUZES, August 26th.

A most serious situation has arisen in Spain. According to French reports, it appears that the Artillery Corps petitioned to King Alfonso demanding the dismissal of General Primo de Rivera. The latter replied by drawing up a decree dissolving the Artillery Corps, but the King refused to sign the decree.

LEAGUE OF NATIONS.

GERMANY DEEPLY INTERESTED.

BERLIN, August 25th.

The forthcoming critical Assembly of the League of Nations is completely absorbing the interest of political and diplomatic circles. It is expected that the preliminary discussions on the composition of the Council, which have so far proceeded smoothly and amicably, will lead to a result enabling the Committee on the composition of the Council, which meets at Geneva on Monday, to frame a proposal agreeable to all parties.

The general opinion is that Viscount Cecil's plan will finally be adopted, as there is hardly any better solution.

TANGIER QUESTION.

PARIS, August 26th.

The Tangier question continues to occupy the attention of the Press.

The *Gaulois* emphasises the danger of confusing entirely separate questions, Tangier and the reform of the Council of the League, and adds that the situation is already sufficiently serious for Germany's opposition to increase the Council and put the League in a most dangerous position.

The *Avenir* and the *Echo de Paris* reject the suggestion that an international regime should be maintained with Spanish preponderance. The latter suggests that France should openly declare herself in favour of annexation, and an international zone to Spain, leaving to Britain the onus of refusing consent to such a solution.

The extreme National organ the *Action Francaise* cites a report from a leading British paper to the effect that Spain should be satisfied with a League mandate regarding Tangier as evidence that Britain was scheming to retain her share of control of Tangier, while giving Spain a purely illusory satisfaction. The paper calls on Latin nations to ally to the defeat of this "plot."

EUROPEAN TRADE UNION MOVEMENT.

FOUR DAYS OF SECRET MEETINGS.

BERLIN, August 26th.

The Anglo-Russian Committee have concluded four days meetings here. The utmost secrecy has been observed as regards the deliberations but the fact that the meetings were protracted until nearly midnight daily indicated differences on the question of uniting the Trade Union movement in Europe, which has nowise been overcome by the result of the discussions embodied in the protocol for submission to the respective executives and will not be published. The five British delegates travelled to London by aeroplane and declined to see pressmen.

VISITING THE SOVIET CAPITAL.

BIG PARTY FROM SOUTH AMERICA.

MOSCOW, August 26th.

A party of four hundred South American tourists has arrived at Leningrad aboard the German steamer *Cappolonio*, including some leading statesmen from Argentina, Uruguay, Chile and Brazil; also German bankers and manufacturers. The party was heartily welcomed.

[THROUGH HAVAS AGENCY.]

DOISY'S CIRCULAR TOUR.

PARIS, August 26th.

Pelletier Doisy left Paris on Tuesday at 5.30, to make a circuit of Paris, Rome, Tunis, Casablanca, Madrid, Bourdeaux and Paris, and was back on Wednesday at 11.14. A large crowd cheered him on his return.

THE TANGIER QUESTION.

SPAIN PRESENTS NOTE TO ITALY.

ROME, August 25th.

According to the newspapers the Spanish Government has presented to the Foreign Ministry a Note on the Tangier question, said to be on Signor Mussolinis suggestion, that the problems of Tangier and Geneva require "greater precision and definitiveness."

DUTCH SUBMARINE'S CRUISE.

SAN FRANCISCO, August 25th.

The Dutch submarine K.16, which is touring the world, arrived here on Tuesday and will remain twelve days. The return to Holland will be *via* the Dutch East Indies.

COAL DISPUTE.

STILL UNSETTLED.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 25th.

A request was to-day made by Mr. A. J. Cook, Secretary of the Miners' Federation, that the Committee of Cabinet Ministers which has had the coal dispute under its special care would receive representatives of the miners. A notification of this request was at once telegraphed to the Ministers, who are returning to London immediately for a meeting which has been arranged for to-morrow.

During the last few days, in an endeavour to delay the return to work of men in the Derbyshire and Nottinghamshire areas, Mr. Cook has referred in vague terms to impending developments and has urged the men "not to return while we are negotiating." "No reliable information about any negotiations has been available, although the newspapers have reported that the conversations, which were begun with certain unofficial although influential persons connected with the mining industry prior to the recent abortive meeting between the Miners' Executive and the Mining Association, were being resumed.

OPEN MOVE.

The request to meet Ministers is the first open move in the direction of further negotiations. It is probable that the Miners' Executive will express the desire to discuss the possibility of obtaining a national agreement for the miners as distinct from the district agreements which the owners consider to be alone feasible. The Government recently made it known to the Miners' Federation that Ministers were prepared to meet their representatives at any time they might desire.

LESS PICKETING.

There was less picketing to-day in the Nottinghamshire and Derbyshire areas and a few miners reported for work. The Home Office states that the stories of intimidation and violence by pickets are exaggerated and that there is no question of other bodies than the police being required to maintain order.

FOREIGN COAL.

The Mines Department reports that the foreign coal imported has increased from 520,000 tons in the week ending July 10th to 916,000 tons in the week ending August 21st. The weekly output from collieries in Great Britain is at present 200,000 tons, while it is estimated that outcrop workings yield weekly over 100,000 tons.

[THROUGH REUTER'S AGENCY.]

MINERS' LEADERS CONFER.

LONDON, August 25th.

Miners' leaders were conferring most actively in London to-day.

Mr. A. J. Cook has requested an interview with Sir Steel Maitland, who is travelling to London from Scotland.

A NEW DEVELOPMENT.

LONDON, August 26th.

A new development in the coal dispute has been created by the decision of the Miners' Executive asking a meeting with Sir Steel Maitland. This lends additional interest to the speech of Mr. Churchill on Saturday, in which he indicated the lines upon which, in the opinion of the Government, a settlement might be reached, namely, a 7½ or eight hour day and district agreements; which, however, might be brought within the ambit of a national agreement, allowing a reasonable measure of elasticity to meet difficulties in particular localities.

[BRITISH, WIRELESS SERVICE.]

IRAK'S KING.

CONCLUDES HIS VISIT TO LONDON.

RUGBY, August 25th.

King Feisul of Irak concluded to-day his short visit to London and left Victoria by the boat express on his way home.

His physician and members of the suite accompanied him and among those at the station to say good-bye was his young son, who is at school at Harrow, and representatives of King George and the Government.

[REUTER'S AMERICAN SERVICE.]

VALENTINO'S OBSEQUIES.

NEW YORK, August 25th.

Undeterred by yesterday's crush and disorders, in which numbers were injured, thousands of people congregated at the undertaker's establishment to catch a glimpse of Rudolph Valentino's body, which has been embalmed and laid out in full evening dress, with face and shoulders exposed. Candles are burning at each corner of the bronze coffin, which is smothered with wreaths, including one from Signor Mussolini. The coffin is guarded by four Fascists, wearing black shirts. An immense crowd of men, women and children, filed past the bier all day, at the rate of eighty per minute.

SCANDALOUS SCENES.

LATER.

Many scandalous breaches of decorum occurred yesterday at Valentino's lying-in-state; for example many girls approaching the bier giggled, plied powder-puffs and lipsticks; and one weeping girl was found to have secreted an onion in her handkerchief, which she squeezed in order to facilitate tear drops.

As the result of such incidents, Mr. Ullman, Valentino's manager, had Chapelle Ardente, in which the body was lying, closed at midnight, when still thousands of would-be sightseers in a queue half-a-mile long and four deep were disappointed. The crowd attempted to break the doors, but were dispersed by the police.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

PEKING BANKER ARRESTED.

ALLEGED TO HAVE RECEIVED DEPOSITS.

PEKING, August 26th.

Chow Tso Ming, president of the Kincheng Banking Corporation, was arrested this morning, in accordance with General Chang Tsung Chang's orders, on the ground that the Bank had received deposits from Kuominchun sources.

HIGH-HANDED ACTION AT TSINGTAU.

FOREIGN IMPORTERS TAXED.

FOREIGN CONSULS STRONGLY PROTEST.

TSINGTAU, August 26th.

The port authorities arbitrarily commenced on Monday to levy a tax upon foreign importers of fifteen per cent. *ad valorem* on wines and spirits and of three cents per bottle on beer.

The firms at first refused, but the Chinese merely declared that the tax had been operative since August 1st, but had not been put into effect previously.

Owing to diminishing stocks several of the firms have been forced to pay for release from the wharf and godowns.

Strong protests have been lodged by the British, American, and Japanese Consuls against such illegal procedure and have forwarded them to their respective legations.

MOROS AND FILIPINOS.

AN UNFORTUNATE DISPUTE.

MANILA, August 26th.

A conflict between Moros and Filipinos was barely averted at Zamboanga on Tuesday, on the arrival of Colonel Carmi Thompson, when the Moros charged the Filipinos with having broken an agreement each to share equally in welcoming the President's investigator.

Two thousand Filipinos assembled at the docks, but Colonel Stevens, Commanding the Constabulary, boarded Colonel Thompson's ship and informed him that it would be dangerous to land before the Moros were pacified.

Two companies of infantry meanwhile intervened and prevented the Moros from attacking the Filipinos.

The Moros were disarmed, although they retained their knives.

Colonel Thompson later landed and said he would cancel his visits, if necessary, to avert bloodshed.

THE SOVIET.

INTERESTING STATEMENT BY THE CHARGE D'AFFAIRES.

PEKING, August 26th.

Speaking to pressmen this afternoon the Soviet *Chargé d'Affaires* declared that rumours of a loan to Fung Yu Hsiang were unfounded. He also denied that either financial or military aid had been given or was intended to be given to any Chinese faction. The Soviet, added the *Chargé d'Affaires*, did not intended to engage in railway construction either in Mongolia or Manchuria and only desired peaceful relations with Japan and China.

800,000FT. OF KISSES.

CUT OUT OF FILMS IN JAPAN.

"NOTHING MORE VULGAR."

More than 800,000 feet of kisses and embraces have been cut out of films in Japan during the past year by the Japanese police film censors.

A year ago the censorship on moving pictures was centralised at Tokyo, and the report of the first year's work has just been made. The censors were particularly watchful for kisses, than which nothing is more vulgar and suggestive in Japanese eyes, and every oculation was carefully trimmed out.

Screen patrons could see the hero and his beautiful opposite purse their lips into position, and see their faces approach, but never did lip meet lip, so far as Japan is concerned.

During the year the censors scrutinised 60,000 photo-plays, of a total length of 14,800,000 film feet, and trimmed the total to the even million.

According to the police report, two million people a month go to the picture houses in Japan, or 4 per cent. of the number of patrons in the United States.

HOME CRICKET.

KENT BATSMEN PUNISH AUSTRALIANS.

THE AUSTRALIANS AT CANTERBURY.

[THROUGH REUTER'S AGENCY.]

LONDON, August 25th.

Mr. A. P. F. Chapman, the young Kent amateur who led England to victory in the final Test, captained Kent for the first time to-day when Australia provided the opposition at Canterbury. Twelve thousand spectators were present in sultry weather when Chapman beat Collins once again in the spin of the coin and elected to bat first.

The wicket was good and runs came freely in the beginning. Kent looked on the way to a substantial score, but the last five men put up little resistance and the Hop County were dismissed for 321, quite a useful total.

Hardinge and Ashdown opened for Kent, and the first wicket did not fall until Ashdown had made 42; Hardinge lost his wicket after carrying his total to 52. Woolley and J. L. Bryan carried Kent into a good position, Woolley scored 64, and Bryan put on 61. Arthur Chapman made 36 with his usual freedom before he fell a victim to the bowler's wiles.

Mailey was most successful with the ball, but his five wickets cost 133 runs.

M.C.C. INDIAN TOUR.

SIDE CHOSEN FROM NINE COUNTIES.

LONDON, August 25th.

The M.C.C. are sending a team to tour India during the coming winter, the programme being one of thirteen matches, commencing at Karachi on October 16th. The team leaves England sometime about September 24th, and will return to England about March 12th, 1927.

The following have accepted the M.C.C. invitation to participate in the tour:—

Mr. A. E. Gilligan (Sussex), captain.
Maurice Tate (Sussex).
Major R. Chichester-Constable (Yorkshire 2nd XI.)
Mr. M. L. Hill (Somerset).
Mr. G. F. Earle (Somerset).
Mr. P. T. Eckersley Lancashire).
Mr. R. E. Wyatt (Warwickshire).
Mr. F. Root (Worcester).
Mr. G. Brown (Hants).
Mr. G. S. Boyes (Hants).
Mr. W. E. Astill (Leicester).
Mr. J. H. Parsons (Warwickshire).
Mr. A. Sandham (Surrey).

M.C.C. ALL-AMATEUR TEAM TO VISIT THE ARGENTINE.

LONDON, August 25th.

Led by Mr. P. F. Warner, the team which has accepted the invitation of the M.C.C. to tour the Argentine during the coming winter, is all-amateur.

The team will be composed as follows:
Mr. P. F. Warner (Middlesex) captain.
Mr. F. T. Mann (Middlesex).
Mr. N. Haig (Middlesex).
Lord Dunglass Middlesex).
Mr. G. O. Allen (Middlesex).
Mr. J. C. White (Somerset).
Captain Stanyforth (Army).
Mr. A. W. Carr (Notts).
Mr. M. F. Jewell (Worcester).
Mr. G. R. Jackson (Derbyshire).
Captain Jameson (Hempshire).
Mr. H. P. Miles.

[BRITISH WIRELESS SERVICE.]

FLYING EXPERIMENTS.

A COURAGEOUS PILOT.

RUGBY, August 25th.

A series of twenty-five daring experiments, conducted by Flight-Lieutenant Scholefield for the purpose of removing the dangers of flying in fog, are described in a technical report of the Aeronautical Research Committee. Lieut. Scholefield, with observers, tested a device designed to assure safety in landing even when the ground is not visible, by making a descent with his hands off the control levers. The experiments were successful but the report refers to the courage and judgment required by the pilot, who, time after time, risked death in obtaining the required data.

LORD KINNOULL'S DEBTS.

"RECKLESS AND STUPID DEALINGS."

The public examination was held at the London Bankruptcy Court on July 30th of the Earl of Kinnoull, who failed in February with gross liabilities of £26,972 and a deficiency estimated at £12,372.

Lord Kinnoull, who is 24, said that on the death of his grandfather in February, 1916, he succeeded to the title and estates. His failure was due to his having lived beyond his means, and to heavy interest on money borrowed from and commission charged for introductions to moneylenders.

He said that his income came to an end when he ceased to live with his wife last August. His total income since then had been £146, but during that time he had spent £3,285 on household and personal needs; £3,500 as interest on loans, and £2,300 for commission on the introductions.

He gave nine moneylenders promissory notes amounting to £7,425, and received £4,200 in cash in return, out of which he paid £2,150 as commission to the introducers.

The Official Receiver: So that all you received was £2,050 in respect of a liability of £7,425?—That is so.

Lord Kinnoull admitted that he had no expectation of being able to meet the bills for £4,000.

The Official Receiver: Do not you think that your failure has been caused by your reckless and stupid dealings in these bills as well as by your extravagant living?

Lord Kinnoull agreed, and the examination was concluded.

LAWN TENNIS.

HONG DOUBLES.

Capt. Howard and Lt.-Col. Edmeades (owe 1/6) entered the semi-final yesterday by defeating Sewell and Grimble (owe 3/6) 7-5, 7-5.

WATER POLO.

Another match was played yesterday at the V.R.C., in which Recreio defeated the K.B. School "B" by 5 goals to *nil*. The winners had the advantage of play throughout and would have won by a wider margin but for the smart work of the K.B.S. goal-keeper. The scorers were Marcel, Xavier, Calvalho (2) and Pereira.

HONGKONG CRICKET LEAGUE.

TWENTIETH ANNUAL REPORT.

The annual meeting of the Hongkong Cricket League will be held at the Hongkong Cricket Club Pavilion on Monday evening at 5.15. Below will be found the twentieth annual report of the League which will be presented at the meeting.

It states the First Division Shield was won by the Navy, the Second Division by the Royal Engineers.

The accounts show a balance of $561.75, statement of which is appended to the report. This statement shows that the expenditure amounted to only $47.90; while the receipts were (by balance from 1924-25 account) $429.65 and entrance fees $180.

THE LEAGUE POSITIONS.

The positions of the various clubs in the League at the end of last season were as under:—

FIRST DIVISION.

	W.	D.	L.	Pts.
R.N.	6	3	0	21
H.K.C.C.	5	2	2	17
C.S.C.C.	3	6	0	15
K.C.C.	4	3	2	15
University	4	1	4	13
C.C.C.	3	1	5	10
R.A.	3	1	4	10
I.R.C.	2	3	4	9
East Surreys	1	3	4	5
C.R.C.	1	1	7	4

SECOND DIVISION.

	W.	D.	L.	Pts.
R.E.	5	1	1	16
H.K.C.C.	4	3	0	15
P.R.C.	3	3	1	12
K.C.C.	3	2	2	11
I.R.C.	3	0	4	9
R.N.	2	3	2	9
C.S.C.C.	0	2	5	2
University	0	2	5	2

GOLF.

LOCAL COMPETITIONS.

The Shek O Country Club is to hold its second championship meeting on October 24th, the conditions being 36 holes medal play. The present holder of the title is Mr. A. H. Ferguson, but as he is going to Shanghai some time in October, it is not known if he will return in time to defend his title.

The two finalists in the Kowloon Golf Club Summer Cup are Mr. K. Robertson and Mr. O. C. Wilson. They will play their match off on Sunday, September 5th, over 36 holes. In entering the final Mr. Robertson beat Mr. A. W. Roberts and Mr. Wilson won against Mr. J. Maclaggen.

In connection with the Golf Interport, already referred to this week, Messrs. A. H. Ferguson, I. W. Shewan, R. M. Smith and L. R. Andrewes, who were mentioned yesterday as having been sent invitations asking whether they could obtain leave to visit Shanghai, if selected to form part of the team to represent Hongkong, have replied that they hope to be able to make the trip to the Northern port. Messrs. H. U. Ireland and E. J. R. Mitchell were also asked to go, but have had to refuse.

DUST IN HIS EYES.

WHY A FORD RAN INTO A FIELD.

A Ford truck with eight Chinese passengers from Fanling ran into a paddy field near the ninth mile post and turned over on its left side.

In a report made by the driver of the vehicle yesterday, he stated that some dust entered his eye which made him lose control of the wheel.

All the passengers were injured, but none seriously.

CAR COLLISION.

An accident took place near Connaught Road West, at Whitty Street, at 1.30 yesterday morning, but no one was injured.

A taxicab ran into a motor-car, damaging the mudguards and footboard of the latter vehicle to the extent of $20. The taxicab suffered damage to the extent of $30.

PICKETS TURN PIRATES.

JUNK LOOTED IN CHINESE WATERS.

Still another Hongkong junk has been pirated in Chinese waters, the perpetrators on this occasion being strike pickets. The junk left Hongkong for Hoihow with a general cargo on August 18th, and the master returned to the Colony on Wednesday.

When the junk was at Shek Wan Bay, in Chinese water, at midnight of the day after leaving Hongkong, eight men armed with rifles and revolvers approached in a boat flying the strike picket flag. Five of the armed men boarded the vessel and questioned the master regarding his movements and the nature of the cargo he had on board.

Ten bags of flour valued at $100, clothing to the value of $100 and $40 in Chinese money was taken by the armed gang before they rowed away in the direction of the shore.

COMING EAST.

PASSENGERS FOR HONGKONG BOOKED ON P. & O. STEAMERS.

THE LATEST LISTS.

As will be seen by the following lists, a large number of passengers, including many Hongkong residents, have booked passages for Hongkong on various P. & O. steamers, leaving Home between July 19th and October 21st. The bookings on the s.s. *Mantua* and the s.s. *Macedonia* are particularly heavy. A large number of the passengers are former residents returning from holidays at Home; while a number of new arrivals to the Colony are also included.

For Hongkong on the s.s. *Kashgar*, which left London on July 29th, and is due here next week, are the following:—Mr. J. L. Christie, Mr. A. da Rocya, Mr. and Mrs. A. E. Lissaman, Lieut.-Comdr. R. Leeds, R.N., Surg.-Lieut.-Commander A. W. North, R.N., Mr. D. W. Phillips, and Mr. D. M. J. Sheil-Small.

On the s.s. *Morea*, which left London on August 13th, are the following:—Mr. and Mrs. H. Cadman and infant, Miss Cadman, Mr. and Mrs. Duncan, Miss A. N. Duncan, Mrs. B. M. Ede, Miss W. D. Hynes, Lieut. H. L. C. Hall, Mr. H. G. Hughes, Mr. D. W. Morby, Mr. E. C. Rock, Miss M. A. Roxburgh, Miss Maud Smyth, Dr. R. E. Tottenham, Mr. and Mrs. P. A. Yapp.

Booked on the s.s. *Khyber*, which left London yesterday, are the following:—Mrs. F. Birchall, Miss E. D. L. Birchall, Capt. G. W. Hallifax, Mr. and Mrs. L. Johnson, Mr. A. S. Murch, Mr. C. Olmstead, Rev. Frank and Mrs. Short.

Booked on the s.s. *Mantua*, which leaves London on September 10th, are the following:—Miss Badeley, Mr. and Mrs. J. Brown, Miss H. H. Buchanan, Mrs. Brooks, Mrs. G. Carling, Miss F. L. Coleman, Rev. H. T. Cook, Mrs. F. J. Dymold, Rev. and Mrs. Evans and child, Mr. and Mrs. Fulton, Miss J. Forbes, Mr. J. K. Gwinnell, Mr. and Mrs. Gompertz, Mr. and Mrs. H. W. Hilliard and two children, Miss M. L. Inkester, Mrs. E. A. Ireson and infant, Mr. and Mrs. H. P. L. Jollye, Mr. and Mrs. W. G. Joseph, Miss McClelland, Mr. and Mrs. J. Murray, Rev. and Mrs. E. A. Preston, Mr. E. McM. Paterson, Miss Rayner, Rev. and Mrs. Richards and child, Dr. J. H. Sanders, Mrs. G. R. Sayer and two infants, Miss E. M. Scott, Mr. and Mrs. H. A. Taylor, and Miss M. A. Wray.

Booked on the s.s. *Karmala*, leaving London on September 23rd, are the following:—Mr. S. Aherne, Mrs. Cedric Blaker and two children, Mr. and Mrs. V. S. Cotton, Master Cotton, Mr. and Mrs. W. J. Carrie and two infants, Mr. and Mrs. D. Davies, Mr. H. S. Fenwick, Mr. K. S. Jeffreys, Mr. and Mrs. F. J. Ling, Mr. H. J. Lamb, Mr. and Mrs. F. Ling, Mrs. F. E. Owen and child, Mr. and Mrs. E. A. Ram, Mrs. Stubbings, and Mrs. H. Westlake.

Booked on the s.s. *Macedonia*, leaving London on October 8th, are the following:—Mrs. R. McP. Austin, Mrs. A. H. Barlow, Mr. and Mrs. L. G. Bird, Miss Bird, Mrs. A. Brearley and child, Mrs. A. K. Buxton, Mr. and Mrs. G. H. M. Bannerman, Rev. T. Barclay, D.D., Miss C. F. Clark, Mr. F. Cullen, Miss Cullen, Mrs. D. Cookes and child, Mr. G. Davidson, Mrs. W. A. Eustace, Miss Ellaby, Miss Field, Mrs. G. M. Fitzmaurice, Miss Fraser, Mr. and Mrs. G. Fulton, Mrs. A. C. Hynes and child, Mr. and Mrs. S. Hamer and infant, Mr. and Mrs. F. H. Holdman, Mr. and J. B. Harrison and infant, Mr. and Mrs. A. C. Kennedy, Miss Lloyd, Miss Loundwell, Mrs. C. Middleton-Smith, Miss Middleton-Smith, Mr. and Mrs. R. H. E. Marks and two children, Miss McKeown, Mr. D. MacCormack, Mr. A. A. McDonald, Miss E. L. Melville, Mr. T. Mieg, Miss Mackinnon, Mr. and Mrs. D. Muir, Miss Nicol, Mr. and Mrs. E. Prophet, Mr. and Mrs. A. Palmer, Mrs. Palmer, Mrs. M. C. Petterson and two children, Lady Renshaw, Mr. D. D. Richards, Mrs. Staple-Smith, Miss Staple-Smith, Miss S. I. Summerskill, Mrs. Stubbings, Miss Stubbings, Mrs. A. Smith, Mrs. E. D. C. Wolfe and child, and Mr. W. White.

Booked on the s.s. *Delta*, leaving London on October 21st, are the following:—Mr. and Mrs. Arnot, Mr. and Mrs. Martin Blake and child, Miss. A. M. P. Byrne, Mr. and Mrs. Brooksband and two children, Mrs. H. Dowbiggin and child, Miss V. Godson, Mr. and Mrs. Harrison and infant, Mr. G. T. Pudgett, Mr. and Mrs. Thomson, Mrs. Weall and two infants, Mr. G. C. Worrall, and Mr. H. Waller.

JOY CAUSES NUN'S DEATH.

BROTHER MET AFTER 46 YEARS.

At an inquest at Portsmouth on July 30th on Mary Classey, a nun, of Nazareth House, it was stated that she died from overjoy at seeing a brother from whom she had been separated for 46 years.

Her heart was weak and a doctor said that overjoy no doubt accelerated death. A verdict of Natural Causes was returned.

Further evidence was taken, at the Kowloon Magistracy yesterday afternoon, in the case in which four men are charged with being concerned in the committing of an armed robbery at No. 164, Woosung Street, Yaumati, the residence of a Chinese merchant, his wife and daughter, whom, where they are alleged to have stolen money, jewellery and other valuables to a total of $1,500. At the conclusion of the hearing, Mr. J. H. B. Nihill adjourned the case until this afternoon, when it is expected it will be concluded.

GREEK CRISIS.

PANGALOS SENT TO A CRETAN PRISON.

[THROUGH REUTER'S AGENCY.]

ATHENS, August 26th.

Pangalos has been transferred from the Island of Aegina to Crete, where he is being detained in the Izzedin prison.

SERIOUS SITUATION ARISES IN SPAIN.

PETITION TO DISMISS GENERAL PRIMO DE RIVERA.

THE KING'S ATTITUDE.

ST. JEAN DE LUZES, August 26th.

A most serious situation has arisen in Spain. According to French reports, it appears that the Artillery Corps petitioned to King Alfonso demanding the dismissal of General Primo de Rivera. The latter replied by drawing up a decree dissolving the Artillery Corps, but the King refused to sign the decree.

LEAGUE OF NATIONS.

GERMANY DEEPLY INTERESTED.

BERLIN, August 25th.

The forthcoming critical Assembly of the League of Nations is completely absorbing the interest of political and diplomatic circles. It is expected that the preliminary discussions on the composition of the Council, which have so far proceeded smoothly and amicably, will lead to a result enabling the Committee on the composition of the Council, which meets at Geneva on Monday, to frame a proposal agreeable to all parties.

The general opinion is that Viscount Cecil's plan will finally be adopted, as there is hardly any better solution.

TANGIER QUESTION.

PARIS, August 26th.

The Tangier question continues to occupy the attention of the Press.

The *Gaulois* emphasises the danger of confusing entirely separate questions, Tangier and the reform of the Council of the League, and adds that the situation is already sufficiently serious for Germany's opposition to increase the Council and put the League in a most dangerous position.

The *Avenir* and the *Echo de Paris* reject the suggestion that an international regime should be maintained with Spanish preponderance. The latter suggests that France should openly declare herself in favour of annexation, and an international zone to Spain, leaving to Britain the onus of refusing consent to such a solution.

The extreme National organ—the *Action Francaise* cites a report from a leading British paper to the effect that Spain should be satisfied with a League mandate regarding Tangier as evidence that Britain was scheming to retain her share of control of Tangier, while giving Spain a purely illusory satisfaction. The paper calls on Latin nations to ally to the defeat of this "plot."

EUROPEAN TRADE UNION MOVEMENT.

FOUR DAYS OF SECRET MEETINGS.

BERLIN, August 26th.

The Anglo-Russian Committee have concluded four days meetings here. The utmost secrecy has been observed as regards the deliberations but the fact that the meetings were protracted until nearly midnight daily indicated differences on the question of uniting the Trade Union movement in Europe, which has nowise been overcome by the result of the discussions embodied in the protocol for submission to the respective executives and will not be published. The five British delegates travelled to London by aeroplane and declined to see pressmen.

VISITING THE SOVIET CAPITAL.

BIG PARTY FROM SOUTH AMERICA.

MOSCOW, August 26th.

A party of four hundred South American tourists has arrived at Leningrad aboard the German steamer *Cappolonio*, including some leading statesmen from Argentina, Uruguay, Chile and Brazil; also German bankers and manufacturers. The party was heartily welcomed.

[THROUGH HAVAS AGENCY.]

DOISY'S CIRCULAR TOUR.

PARIS, August 26th.

Pelletier Doisy left Paris on Tuesday at 5.30, to make a circuit of Paris, Rome, Tunis, Casablanca, Madrid, Bourdeaux and Paris, and was back on Wednesday at 11.14. A large crowd cheered him on his return.

THE TANGIER QUESTION.

SPAIN PRESENTS NOTE TO ITALY.

ROME, August 25th.

According to the newspapers the Spanish Government has presented to the Foreign Ministry a Note on the Tangier question, said to be on Signor Mussolinis suggestion, that the problems of Tangier and Geneva require "greater precision and definitiveness."

DUTCH SUBMARINE'S CRUISE.

SAN FRANCISCO, August 25th.

The Dutch submarine K.13, which is touring the world, arrived here on Tuesday and will remain twelve days. The return to Holland will be *vid* the Dutch East Indies.

COAL DISPUTE.

STILL UNSETTLED.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 25th.

A request was to-day made by Mr. A. J. Cook, Secretary of the Miners' Federation, that the Committee of Cabinet Ministers which has had the coal dispute under its special care would receive representatives of the miners. A notification of this request was at once telegraphed to the Ministers, who are returning to London immediately for a meeting which has been arranged for to-morrow.

During the last few days, in an endeavour to delay the return to work of men in the Derbyshire and Nottinghamshire areas, Mr. Cook has referred in vague terms to impending developments and has urged the men "not to return while we are negotiating." No reliable information about any negotiations has been available, although the newspapers have reported that the conversations, which were begun with certain unofficial although influential persons connected with the mining industry prior to the recent abortive meeting between the Miners' Executive and the Mining Association, were being resumed.

OPEN MOVE.

The request to meet Ministers is the first open move in the direction of further negotiations. It is probable that the Miners' Executive will express the desire to discuss the possibility of obtaining a national agreement for the miners as distinct from the district agreements which the owners consider to be alone feasible. The Government recently made it known to the Miners' Federation that Ministers were prepared to meet their representatives at any time they might desire.

LESS PICKETING.

There was less picketing to-day in the Nottinghamshire and Derbyshire areas and a few miners reported for work. The Home Office states that the stories of intimidation and violence by pickets are exaggerated and that there is no question of other bodies than the police being required to maintain order.

FOREIGN COAL.

The Mines Department reports that the foreign coal imported has increased from 520,000 tons in the week ending July 10th to 916,000 tons in the week ending August 21st. The weekly output from collieries in Great Britain is at present 200,000 tons, while it is estimated that outcrop workings yield weekly over 100,000 tons.

[THROUGH REUTER'S AGENCY.]

MINERS' LEADERS CONFER.

LONDON, August 25th.

Miners' leaders were conferring most actively in London to-day.

Mr. A. J. Cook has requested an interview with Sir Steel Maitland, who is travelling to London from Scotland.

A NEW DEVELOPMENT.

LONDON, August 26th.

A new development in the coal dispute has been created by the decision of the Miners' Executive asking a meeting with Sir Steel Maitland. This lends additional interest to the speech of Mr. Churchill on Saturday, in which he indicated the lines upon which, in the opinion of the Government, a settlement might be reached, namely, a 7½ or eight hour day and district agreements; which, however, might be brought within the ambit of a national agreement, allowing a reasonable measure of elasticity to meet difficulties in particular localities.

[BRITISH WIRELESS SERVICE.]

IRAK'S KING.

CONCLUDES HIS VISIT TO LONDON.

RUGBY, August 25th.

King Faisul of Irak concluded to-day his short visit to London and left Victoria by the boat express on his way home.

His physician and members of the suite accompanied him and among those at the station to say good-bye was his young son, who is at school at Harrow, and representatives of King George and the Government.

[REUTER'S AMERICAN SERVICE.]

VALENTINO'S OBSEQUIES.

NEW YORK, August 25th.

Undeterred by yesterday's crush and disorders, in which numbers were injured, thousands of people congregated at the undertaker's establishment to catch a glimpse of Rudolph Valentino's body, which has been embalmed and laid out in full evening dress, with face and shoulders exposed. Candles are burning at each corner of the bronze coffin, which is smothered with wreaths, including one from Signor Mussolini. The coffin is guarded by four Fascists, wearing black shirts. An immense crowd of men, women and children filed past the bier all day, at the rate of eighty per minute.

SCANDALOUS SCENES.

LATER.

Many scandalous breaches of decorum occurred yesterday at Valentino's lying-in-state; for example many girls approaching the bier giggled, plied powder-puffs and lipsticks; and one weeping girl was found to have secreted an onion in her handkerchief, which she squeezed in order to facilitate tear drops.

As the result of such incidents, Mr. Ullman, Valentino's manager, had Chapelle Ardente, in which the body was lying, closed at midnight, when still thousands of would-be sightseers in a queue half-a-mile long and four deep were disappointed. The crowd attempted to break the doors, but were dispersed by the police.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

PEKING BANKER ARRESTED.

ALLEGED TO HAVE RECEIVED DEPOSITS.

PEKING, August 26th.

Chow Tso Ming, president of the Kincheng Banking Corporation, was arrested this morning, in accordance with General Chang Tsung Chang's orders, on the ground that the Bank had received deposits from Kuominchun sources.

HIGH-HANDED ACTION AT TSINGTAU.

FOREIGN IMPORTERS TAXED.

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A year ago the censorship on moving pictures was centralised at Tokyo, and the report of the first year's work has just been made. The censors were particularly watchful for kisses, than which nothing is more vulgar and suggestive in Japanese eyes, and every oculation was carefully trimmed out.

Screen patrons could see the hero and his beautiful opposite purse their lips into position, and see their faces approach, but never did lip meet lip, so far as Japan is concerned.

During the year the censors scrutinised 60,000 photo-plays, of a total length of 14,800,000 film feet, and trimmed the total to the even million.

According to the police report, two million people a month go to the picture houses in Japan, or 4 per cent. of the number of patrons in the United States.

HOME CRICKET.

KENT BATSMEN PUNISH AUSTRALIANS.

THE AUSTRALIANS AT CANTERBURY.

[THROUGH REUTER'S AGENCY.]

LONDON, August 25th.

Mr. A. P. F. Chapman, the young Kent amateur who led England to victory in the final Test, captained Kent for the first time to-day when Australia provided the opposition at Canterbury. Twelve thousand spectators were present in sultry weather when Chapman beat Collins once again in the spin of the coin and elected to bat first.

The wicket was good and runs came freely in the beginning. Kent looked on the way to a substantial score, but the last five men put up little resistance and the Hop County were dismissed for 321, quite a useful total.

Hardinge and Ashdown opened for Kent, and the first wicket did not fall until Ashdown had made 42; Hardinge lost his wicket after carrying his total to 52. Woolley and J. L. Bryan carried Kent into a good position. Woolley scored 64, and Bryan put on 61. Arthur Chapman made 36 with his usual freedom before he fell a victim to the bowler's wiles.

Mailey was most successful with the ball, but his five wickets cost 133 runs.

M.C.C. INDIAN TOUR.

SIDE CHOSEN FROM NINE COUNTIES.

LONDON, August 25th.

The M.C.C. are sending a team to tour India during the coming winter, the programme being one of thirteen matches, commencing at Karachi on October 18th. The team leaves England sometime about September 24th, and will return to England about March 12th, 1927.

The following have accepted the M.C.C. invitation to participate in the tour:—

Mr. A. E. Gilligan (Sussex), captain.
Maurice Tate (Sussex).
Major R. Chichester-Constable (Yorkshire 2nd XI.)
Mr. M. L. Hill (Somerset).
Mr. G. F. Earle (Somerset).
Mr. P. T. Eckersley Lancashire).
Mr. R. E. Wyatt (Warwickshire).
Mr. F. Root (Worcester).
Mr. G. Brown (Hants).
Mr. G. S. Boyes (Hants).
Mr. W. E. Astill (Leicester).
Mr. J. H. Parsons (Warwickshire).
Mr. A. Sandham (Surrey).

M.C.C. ALL-AMATEUR TEAM TO VISIT THE ARGENTINE.

LONDON, August 25th.

Led by Mr. P. F. Warner, the team which has accepted the invitation of the M.C.C. to tour the Argentine during the coming winter, is all-amateur.

The team will be composed as follows:
Mr. P. F. Warner (Middlesex) captain.
Mr. F. T. Mann (Middlesex).
Mr. N. Haig (Middlesex).
Lord Dunglass Middlesex).
Mr. G. O. Allen (Middlesex).
Mr. J. C. White (Somerset).
Captain Stanyforth (Army).
Mr. A. W. Carr (Notts).
Mr. M. F. Jewell (Worcester).
Mr. G. R. Jackson (Derbyshire).
Captain Jameson (Hempshire).
Mr. H. P. Miles.

[BRITISH WIRELESS SERVICE.]

FLYING EXPERIMENTS.

A COURAGEOUS PILOT.

RUGBY, August 25th.

A series of twenty-five daring experiments, conducted by Flight-Lieutenant Scholefield for the purpose of removing the dangers of flying in fog, are described in a technical report of the Aeronautical Research Committee. Lieut. Scholefield, with observers, tested a device designed to assure safety in landing even when the ground is not visible, by making a descent with his hands off the control levers. The experiments were successful but the report refers to the courage and judgment required by the pilot, who, time after time, risked death in obtaining the required data.

LORD KINNOULL'S DEBTS.

"RECKLESS AND STUPID DEALINGS."

The public examination was held at the London Bankruptcy Court on July 30th of the Earl of Kinnoull, who failed in February with gross liabilities of £26,972 and a deficiency estimated at £12,372.

Lord Kinnoull, who is 24, said that on the death of his grandfather in February, 1916, he succeeded to the title and estates. His failure was due to his having lived beyond his means, and to heavy interest on money borrowed from and commission charged for introductions to moneylenders.

He said that his income came to an end when he ceased to live with his wife last August. His total income since then had been £146, but during that time he had spent £3,285 on household and personal needs; £3,500 as interest on loans, and £2,200 for commission on the introductions.

He gave nine moneylenders promissory notes amounting to £7,425, and received £4,200 in cash in return, out of which he paid £2,150 as commission to the introducers.

The Official Receiver: So that all you received was £2,050 in respect of a liability of £7,425?—That is so.

Lord Kinnoull admitted that he had no expectation of being able to meet the bills for £4,000.

The Official Receiver: Do not you think that your failure has been caused by your reckless and stupid dealings in these bills as well as by your extravagant living?

Lord Kinnoull agreed, and the examination was concluded.

LAWN TENNIS.

HONG DOUBLES.

Capt. Howard and Lt.-Col. Edmeades (owe 1/6) entered the semi-final yesterday by defeating Sewell and Grimble (owe 3/6) 7-5, 7-5.

WATER POLO.

Another match was played yesterday at the Y.R.C., in which Recreio defeated the K.B. School "B" by 5 goals to *nil*. The winners had the advantage of play throughout and would have won by a wider margin but for the smart work of the K.B.S. goal-keeper. The scorers were Marcel, Xavier, Calvalho (2) and Pereira.

HONGKONG CRICKET LEAGUE.

TWENTIETH ANNUAL REPORT.

The annual meeting of the Hongkong Cricket League will be held at the Hongkong Cricket Club Pavilion on Monday evening at 5.15. Below will be found the twentieth annual report of the League which will be presented at the meeting.

It states the First Division Shield was won by the Navy, the Second Division by the Royal Engineers.

The accounts show a balance of $561.75, statement of which is appended to the report. This statement shows that the expenditure amounted to only $47.90; while the receipts were (by balance from 1924-25 account) $429.65 and entrance fees $180.

THE LEAGUE POSITIONS.

The positions of the various clubs in the League at the end of last season were as under:—

FIRST DIVISION.

	W.	D.	L.	Pts.
R.N.	6	3	0	21
H.K.C.C.	5	2	2	17
C.S.C.C.	3	6	0	15
K.C.C.	4	3	2	15
University	4	1	4	13
C.C.C.	3	1	5	10
R.A.	3	1	4	10
I.R.C.	2	3	4	9
East Surreys	1	3	4	6
C.R.C.	1	1	7	4

SECOND DIVISION.

	W.	D.	L.	Pts.
R.E.	5	1	1	16
H.K.C.C.	4	3	0	15
P.R.C.	3	3	1	12
K.C.C.	3	2	2	11
I.R.C.	3	0	4	9
R.N.	2	3	2	9
C.S.C.C.	0	2	5	2
University	0	2	5	2

GOLF.

LOCAL COMPETITIONS.

The Shek O Country Club is to hold its second championship meeting on October 24th, the conditions being 36 holes medal play. The present holder of the title is Mr. A. H. Ferguson, but as he is going to Shanghai some time in October, it is not known if he will return in time to defend his title.

The two finalists in the Kowloon Golf Club Summer Cup are Mr. K. Robertson and Mr. O. C. Wilson. They will play their match off on Sunday, September 5th, over 36 holes. In entering the final Mr. Robertson beat Mr. A. W. Roberts and Mr. Wilson won against Mr. J. Maclaggen.

In connection with the Golf Interport, already referred to this week, Messrs. A. H. Ferguson, I. W. Shewan, R. M. Smith and L. R. Andrewes, who were mentioned yesterday as having been sent invitations asking whether they could obtain leave to visit Shanghai, if selected to form part of the team to represent Hongkong, have replied that they hope to be able to make the trip to the Northern port. Messrs. H. U. Ireland and E. J. R. Mitchell were also asked to go, but have had to refuse.

DUST IN HIS EYES.

WHY A FORD RAN INTO A FIELD.

A Ford truck with eight Chinese passengers from Fanling ran into a paddy field near the ninth mile post and turned over on its left side.

In a report made by the driver of the vehicle yesterday, he stated that some dust entered his eye which made him lose control of the wheel.

All the passengers were injured, but none seriously.

CAR COLLISION.

An accident took place near Connaught Road West, at Whitty Street, at 1.30 yesterday morning, but no one was injured.

A taxicab ran into a motor-car, damaging the mudguards and footboard of the latter vehicle to the extent of $20. The taxicab suffered damage to the extent of $30.

PICKETS TURN PIRATES.

JUNK LOOTED IN CHINESE WATERS.

Still another Hongkong junk has been pirated in Chinese waters, the perpetrators on this occasion being strike pickets. The junk left Hongkong for Hoihow with a general cargo on August 18th, and the master returned to the Colony on Wednesday.

When the junk was at Shek Wan Bay, in Chinese water, at midnight of the day after leaving Hongkong, eight men armed with rifles and revolvers approached in a boat flying the strike picket flag. Five of the armed men boarded the vessel and questioned the master regarding his movements and the nature of the cargo he had on board.

Ten bags of flour valued at $100, clothing to the value of $100 and $40 in Chinese money was taken by the armed gang before they rowed away in the direction of the shore.

COMING EAST.

PASSENGERS FOR HONGKONG BOOKED ON P. & O. STEAMERS.

THE LATEST LISTS.

As will be seen by the following lists, a large number of passengers, including many Hongkong residents, have booked passages for Hongkong on various P. & O. steamers, leaving Home between July 29th and October 21st. The bookings on the s.s. *Mantua* and the s.s. *Macedonia* are particularly heavy. A large number of the passengers are former residents returning from holidays at Home; while a number of new arrivals to the Colony are also included.

For Hongkong on the s.s. *Kashgar*, which left London on July 29th, and is due here next week, are the following:—Mr. J. L. Christie, Mr. A. da Roeya, Mr. and Mrs. A. E. Lissaman, Lieut.-Comdr. R. Leeds, R.N., Surg.-Lieut.-Commander A. W. North, R.N., Mr. D. W. Phillips, and Mr. D. M. J. Sheil-Small.

On the s.s. *Morea*, which left London on August 13th, are the following:—Mr. and Mrs. H. Cadman and infant, Miss Cadman, Mr. and Mrs. Duncan, Miss A. N. Duncan, Mrs. B. M. Ede, Miss W. D. Hynes, Lieut. H. L. C. Hall, Mr. H. G. Hughes, Mr. D. W. Morby, Mr. E. C. Rock, Miss M. A. Roxburgh, Miss Maud Smyth, Dr. R. E. Tottenham, Mr. and Mrs. P. A. Yapp.

Booked on the s.s. *Khyber*, which left London yesterday, are the following:—Mrs. F. Birchall, Miss E. D. L. Birchall, Capt. G. W. Hallifax, Mr. and Mrs. L. Johnson, Mr. A. S. Murch, Mr. C. Olmstead, Rev. Frank and Mrs. Short.

Booked on the s.s. *Mantua*, which leaves London on September 10th, are the following:—Miss Badeley, Mr. and Mrs. J. Brown, Miss H. H. Buchanan, Mrs. Brooks, Mrs. G. Carling, Miss F. L. Coleman, Rev. H. T. Cook, Mrs. F. J. Dymold, Rev. and Mrs. Evans and child, Mr. and Mrs. Fulton, Miss J. Forbes, Mr. J. K. Gwinnell, Mr. and Mrs. Gompertz, Mr. and Mrs. H. W. Hilliard and two children, Miss M. L. Inkester, Mrs. E. A. Ireson and infant, Mr. and Mrs. H. P. L. Jollye, Mr. and Mrs. W. G. Joseph, Miss McClelland, Mr. and Mrs. J. Murray, Rev. and Mrs. E. A. Preston, Mr. E. McM. Paterson, Miss Rayner, Rev. and Mrs. Richards and child, Dr. J. H. Sanders, Mrs. G. R. Sayer and two infants, Miss E. M. Scott, Mr. and Mrs. H. A. Taylor, and Miss M. A. Wray.

Booked on the s.s. *Karmala*, leaving London on September 23rd, are the following:—Mr. S. Aherne, Mrs. Cedric Blaker and two children, Mr. and Mrs. V. S. Cotton, Master Cotton, Mr. and Mrs. W. J. Currie and two infants, Mr. and Mrs. D. Davies, Mr. H. S. Fenwick, Mr. K. S. Jeffreys, Mr. and Mrs. F. J. Ling, Mr. H. J. Lamb, Mr. and Mrs. F. Ling, Mrs. F. E. Owen and child, Mr. and Mrs. E. A. Ram, Mrs. Stubbings, and Mrs. H. Westlake.

Booked on the s.s. *Macedonia*, leaving London on October 8th, are the following:—Mrs. R. McP. Austin, Mrs. A. H. Barlow, Mr. and Mrs. L. G. Bird, Miss Bird, Mrs. A. Brearley and child, Mrs. A. K. Buxton, Mr. and Mrs. G. H. M. Bannerman, Rev. T. Barclay, D.D., Miss C. F. Clark, Mr. F. Cullen, Miss Cullen, Mrs. D. Cookes and child, Mr. G. Davidson, Mrs. W. A. Eustace, Miss Ellaby, Miss Field, Mrs. G. M. Fitzmaurice, Miss Fraser, Mr. and Mrs. G. Fulton, Mrs. A. C. Hynes and child, Mr. and Mrs. S. Hamer and infant, Mr. and Mrs. F. H. Holdman, Mr. and J. B. Harrison and infant, Mr. and Mrs. A. C. Kennedy, Miss Lloyd, Miss Loundwell, Mrs. C. Middleton-Smith, Miss Middleton-Smith, Mr. and Mrs. R. H. E. Marks and two children, Miss McKeown, Mr. D. MacCormack, Mr. A. A. McDonald, Miss E. L. Melville, Mr. T. Mieg, Miss Mackinnon, Mr. and Mrs. D. Muir, Miss Nicol, Mr. and Mrs. E. Prophet, Mr. and Mrs. A. Palmer, Mrs. Palmer, Mrs. M. C. Petterson and two children, Lady Renshaw, Mr. D. D. Richards, Mrs. Staple-Smith, Miss Staple-Smith, Miss S. I. Summerskill, Mrs. Stubbings, Miss Stubbings, Mrs. A. Smith, Mrs. E. D. C. Wolfe and child, and Mr. W. White.

Booked on the s.s. *Delta*, leaving London on October 21st, are the following:—Mr. and Mrs. Arnot, Mr. and Mrs. Martin Blake and child, Miss. A. M. P. Byrne, Mr. and Mrs. Brooksband and two children, Mrs. H. Dowbiggin and child, Miss V. Godson, Mr. and Mrs. Harrison and infant, Mr. G. T. Pudgett, Mr. and Mrs. Thomson, Mrs. Weall and two infants, Mr. G. C. Worrall, and Mr. H. Waller.

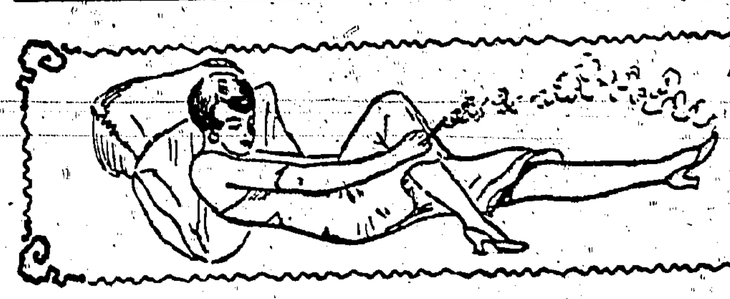
JOY CAUSES NUN'S DEATH.

BROTHER MET AFTER 46 YEARS.

At an inquest at Portsmouth on July 30th on Mary Clarsey, a nun, of Nazareth House, it was stated that she died from overjoy at seeing a brother from whom she had been separated for 46 years.

Her heart was weak and a doctor said that overjoy no doubt accelerated death. A verdict of Natural Causes was returned.

Further evidence was taken, at the Kowloon Magistracy yesterday afternoon, in the case in which four men are charged with being concerned in the committing of an armed robbery at No. 164, Woosung Street, Yaumati, the residence of a Chinese merchant, his wife and daughter, whom where they are alleged to have stolen money, jewellery and other valuables to a total of $1,500. At the conclusion of the hearing, Mr. J. H. B. Nihill adjourned the case until this afternoon, when it is expected it will be concluded.



The WOMAN'S PAGE

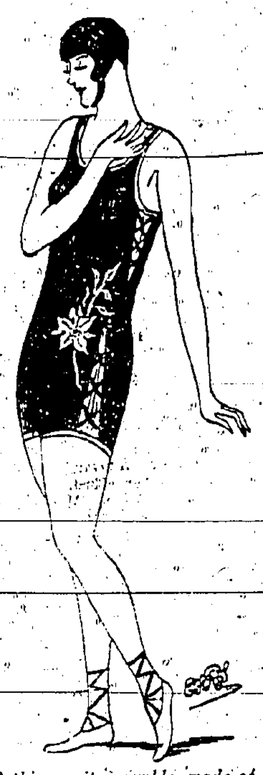
FASHION.

The mannequin parade at Lane, Crawfords was a great success, and was, I believe, the first held in this Colony. How much more interested one becomes, and how much more tempted to buy if one has seen a dress worn by a mannequin who wears it effectively. A dress seen in the show case may appear uninspiring. It comes to life when it is worn and the thought of the onlookers usually is, "How would it look on me!"

After the fashion show I paid a visit to Miss Webster who allowed me to look at the mannequin-models and at the new dresses that came in recently from England and from Paris. There were so many it would take the whole of my space to describe a tithe of them.

Evening Dresses.

In evening dresses the long sleeve is prevalent. There is a certain simplicity in these gowns of exquisite material,—georgette, crêpe de Chine, beautiful taffeta and printed crêpe de Chine.



Bathing suit ensemble, made of taffeta, in black and white or in two tones of purple. The flower design may be cut of the same material and sewn on.

Colour effects seem to make up for the absence of the trimming. The neckline is still very low, skirts are getting slightly longer—not much though—and the waistline is gradually creeping higher.

Those who dread the high waistline, however, need not become worried over the fashion trend. It is only worn with very "unusual" gowns and it will take a long long time before the slim silhouette, becomes a back number.

Sports-Dresses.

Almost all sport dresses I have seen in town are two piece suits. The upper part has the jumper or sweater of silk, kasha, or jersey and the skirt is pleated. Pleats seem to be everywhere, in skirts, in sleeves and in jabots and fichus. Many sport dresses show the combination of two tones of one colour.

While until now the preference in these colour combinations was given to a wave of dark gray on light grey, or of brown on beige, at present a deep wine or carnation-red on beige or a deep red on putty colour is slowly coming into fashion. Besides sports-dresses there are the loveliest models of sports skirts—pleated or plain—in one colour or with the two-tone effect in Lane, Crawfords. They have the great advantage that they can be worn with almost any kind of jumper or blouse. The sketch on this page shows a two piece sports dress with the jumper over a pleated skirt of a different colour tone.

Coats.

Almost all coats for the coming season show the cape effect and the cape itself will occupy a more important part of a woman's wardrobe than hitherto. I saw pretty capes for day and evening-wear of kasha, silk and light French cheviot in town. The cape will even invade the field of the mackintoshes.

Hats.

The small hat seems to hold its own against the large one, but Parisian models show large hats with a brim so wide that the face is almost covered.



One of the new felts in tam shape. A little ribbon on one side changes the original tam type into a hat that may be worn with tailor-made outfits.

Bathing Season.

Hongkong is not like the Lido and other fashionable bathing resorts on the Italian and French coasts and we do not trouble over much about the fashionable cut of our bathing suits. For those who would like a pretty bathing suit, however, there is a sketch of one on this page which may be made effectively of taffeta of different colours. The flowers should be cut of the same material and sewn on. The sandals may be fastened with ribbons of the same colour as the bathing suit. The whole makes a pretty ensemble. Taffeta is lovely for bathing, more agreeable than the woollen suits and more fashionable than the cotton ones. They also wear well, provided the material is good.

For those who want stockings of an excellent quality in any shade and at a very low price I would recommend a visit to the Pandora store, which has just received a big consignment from Shanghai. The "Sign of the Lantern" has some beautiful rose-coloured French glass which might serve useful as well as decorative purposes.

M.M.V.

BEAUTY PARLOUR.

Since my last visit there Mme. Flint's beauty parlour has acquired a new beautifying apparatus—the steam-bath for the face. As we all know, and as I have already said before in this column, heat is the only way to open clogged pores and to cleanse the face thoroughly. A simple method is to cover the face with hot towels but a proper steam-bath obtains far better results. The face, covered with hot towels, is held in front of the apparatus out of which the steam of an astringent comes and this adds the final touch to the cleansing and beautifying process. The hot towels prevent the steam touching the skin directly.

To those who cannot afford frequent treatments of this kind or whose time is too limited, I would like to give a little practical advice.

The outer layer of our skin is constantly dying and being replaced by new cells. The dead skin-scales are those which, give our complexions that dull yellow look which face-powder can only temporarily disguise. The dead skin will not come away of its own accord. On the contrary, the dead scales clog the skin and cause impurities, hiding the perfect skin which is struggling to show itself and to breathe just underneath. That is the process; now for the remedy.

Remove this outer skin which has served its turn by applications of mercolized wax. This fragrant compound contains wonderful absorptive properties which clean the complexion while you sleep. I have enquired at "The Pharmacy" whether mercolized wax is obtainable here and I found that there is a large quantity of it in stock.

After washing the face in hot water apply it as you would apply any ordinary face cream and do not wash it off until the next morning. If you do this every night on retiring, for ten days or so, you will have excellent results.



Two-piece sports suit, made of heavy white crêpe-de-chine with four pockets in the jumper. The skirt is pleated. A white felt Tam will make the ensemble complete.

Brush Your Hair or Massage Your Scalp?

Opinions are much divided on this subject. Some beauty specialists say that the best method of treating one's hair is to brush the hair every night before retiring with those well-known 100 strokes; others say that greater benefit is derived from a massage of the scalp.

As a matter of fact it depends very much on the quality of the hair which treatment is more effective. Very thin, silken hair may be injured by hard brushing and improved by gentle massage of the scalp. If brushing is decided upon the brush used should be of such quality that it can be held in hot water. This is necessary to remove the dust that is brushed out of the hair; otherwise the same dust will be brushed into the hair again. It is very beneficial to apply a hair tonic at the same time. It gives the hair roots new strength. For those who have not tried it and who want to have a change in hair-tonic I would advise the use of "Eau de Quinine." I have tried it with the best results myself. I liked it especially on account of its lovely perfume.

HOUSEHOLD HINTS.

Washing the Eyes.

Of course, we all wash our eyes when we wash our faces, but to be quite safe eyes should be washed separately. Most babies have their eyes washed until they are out of the care of the nurse. Then such washing is discontinued.

It would be well if it was kept up.

A few years ago when I spent some months with a well-known American horsewoman, and we had to ride from 15 to 20 miles almost every day through a very sandy country she called my attention to the bathing of my eyes as soon as we came home from our rides. I felt the beneficial effect of it. Quite frequently in spite of wearing sun-glasses the dust accumulated in our eyes.

Recently in Hongkong a friend of mine suffered from an inflamed eye and on consulting a physician he told her that dust had formed a lump underneath the eyelid. He advised frequent bathing and under this treatment the inflamation of the eyelid gradually disappeared.

The only thing required are one or two eye-cups which are obtainable for a few cents at every chemist's. To the water a few drops of Borac acid should be added. For children two eye-cups are to be recommended because one can teach them how to apply them themselves and then they can lie down with the eye-cups and rest not only their eyes but also their bodies.

Ice and Iced Drinks.

The hotter the weather the more we long for ice-cream and iced drinks. But in these days, especially with the rumours of cholera, it is much better to put the drinks on ice than to put the ice in the drinks. For children it is very advisable as ice may not be entirely free from germs.

COOKING RECIPE.

Iced Orange Custard.

Grate the rind from two oranges and blend the grated rind with two tablespoonfuls of sugar. Then make a custard with one pint of milk, two eggs and the flavoured sugar and let it cool. Add the strained juice of one of the oranges. Peel the remaining orange, removing all the white and the pips and cut the juicy pulp into fine bits. Sprinkle these with sugar and a tablespoonful of sherry and let them stand for a short while.

Meanwhile add half a pint of cream, well whipped, to the custard and put it into the ice box. When very cold add the pieces of orange and a tablespoonful of macaroon crumbs. Leave the mixture in the ice-box until wanted. It is a delightful dish for hot weather.

ELIZABETH ARDEN

NEW YORK LONDON.
PARIS

ELIZABETH ARDEN, whose smart Salons are frequented by the most beautiful women of the fashionable world, sends these wise suggestions to all women:

Don't mistake the *cultivation of loveliness for make-up*. They are miles apart! It is wisdom, of course, to make subtle use of fine toilet accessories to enhance and accent the features and the natural colouring. But it is tragic to try to hide blemishes with cosmetics, for each year you will grow more dependent on these artificial means of concealing the ravages of your unwisdom.

Learn to care for your skin scientifically, to keep it young and *naturally* lovely. Quicken the circulation that carries off poisons and brings fresh colour to the cheeks. Nourish the tissues to keep them firm and round. Drive away all signs of age by holding the keen contour and the radiant sparkle of youth. You can!

The Venetian Preparations, which I made last for the treatments given in my Salons, are now on special display at

WATSON'S

whose assistants will give every information and advice concerning the preparations most suited to individual cases.

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ALMOND PACK TREATMENT

which effectively bleaches the skin by opening the pores and removing impurities.

Hair Cutting and Marcel Waving a Speciality.

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BEAUTIFY YOUR HOMES
WITH
DAINTY CUSHIONS.
PANDORA

will meet your taste and give you entire satisfaction.

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in all shades and colours

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THE FRENCH CHEF,

Will have much pleasure in welcoming his numerous Patrons at his Restaurant to partake of his French cooking, and he particularly calls their attention to his latest novelty

PICNIC ICE CREAM.

This will shortly be ready and for bathing picnics or parties this delicious sweet is unsurpassed in Hongkong, and will last for at least 8 hours.

22, QUEEN'S ROAD CENTRAL. TEL. C. 4601.
[122

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN PORTS.

S.S. "OLDENBURG" ... due here on or about the 31st August, 1926
"SAARLAND" ... due here on or about the 28th September, 1926

SAILINGS FOR EUROPE

M.S. "MUENSTERLAND" sailing on or about the 12th September, 1926
S.S. "OLDENBURG" sailing on or about the 10th October, 1926

For freight, passage and further particulars please apply to

JEBSEN & CO.
12, PEDDER STREET.
TEL. C. 2225.

[19

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "PERU"

will be loading for ROTTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

On or about 18th September, 1926

	Further Sailings	Expected on or about	Will leave homeward bound on or about
M.S. "Asia"	...	8th September	20 October.
M.S. "Java"	...	15th October	—
M.S. "Afrika"	...	10th November	—
M.S. "Malaya"	...	8th December	—

Subject to change without notice.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.
Agents.

14]

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM AND CONTINENTAL PORTS VIA STRAITS.

CONSIGNEES per Company's Steamer "MEDON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 24th August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 30th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th August, 1926. [3390

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENAMOY" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 31st August, 1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas on 30th August, 1926, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 24th August, 1926. [3891

S.S. "SI-KIANG."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MANCHESTER, LONDON, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Saturday, the 28th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Tuesday, the 31st instant, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 28th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE,
Agent.

Hongkong, 22nd August, 1926. [3886

THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th September, 1926, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 23rd August, 1926. [3887

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN
(HOLLAND EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN AND GENOA.

THE Steamship "OOSTKERK (9)" having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 30th August, 1926, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 28th August, 1926, at 10 a.m., by Messrs. Goddard and Douglas.

Claims against the Steamer must be presented in writing within ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
General Agents.

Hongkong, 23rd August, 1926. [3889

INSURE

YOUR

MOTOR CAR

WITH

GILMANS.

THE

"OCEAN" COMPREHENSIVE POLICY

[34

HONGKONG SHIPPING.

BIG DECREASE IN HONGKONG CARGO.

HEAVY FREIGHTS FOR PORTS BEYOND.

As indicated, there was a considerable increase in tonnage and freights shown in yesterday's shipping statement, but the increase in freight only applied to that destined for ports other than Hongkong. With regard to this there was an excellent return, the eight vessels carrying the freight for other ports each returning four-figure entries and in four instances their totals varied from 4,000 tons to over 8,000 tons. On the other hand, despite that there were four more arrivals than on the previous day, Hongkong cargo considerably dropped, going down to the extent of over 7,000 tons. The reason for this was that all vessels made a poor showing, the returns of British vessels, with the exception of one being exceptionally low, the exception bringing over 1,000 tons, and incidentally the highest individual entry of all ships for this port. From the returns of the vessels arriving in port after the morning statement was completed it is indicated that Hongkong cargo will show a considerable increase to-day; while freight for other ports should also be fair.

TONNAGE.

The total tonnage entered was 34,952 tons, of which British vessels accounted for 14,090 tons, and ships of other nationalities for 20,862 tons. At 9 a.m. yesterday there were 52 vessels in the harbour, of which 24 were British. The arrivals during the previous twenty-four hours numbered twelve, *viz.*, four British, one Dutch, four Japanese and three Chinese. The departures over the same period came to twelve, *viz.*, one Japanese and one Dutch for Swatow, one British for Sebatik, one French for Kwang Chow Wan, three British for Shanghai, one Chinese for Haufioi, one British for Manila, one Chinese for Sha U Chung, one British for Singapore and one British for Haiphong. Clearances came to seven, *viz.*, one British for Jesselton, one Dutch for Muntok, one Japanese for Keelung, one British for Kobe, one Chinese for Kwang Chow Wan, one British for Sandakan and one British for Singapore.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday).

For Hongkong 3,063 tons.
For ports beyond 32,715 ,,

Total 35,778 ,,

(For the previous 24 hours ended at 9 a.m. on Wednesday).

For Hongkong 10,857 tons.
For ports beyond *nil*

Total 10,857 ,,

All British vessels brought cargo for Hongkong, amounting to 1,872 tons, of which the biggest return was 1,348 tons. Four out of eight of the vessels of other nationalities brought cargo for this port, namely, 1,191 tons, with the biggest entry 573 tons. With regard to freight for ports beyond 13,563 tons were carried in three British steamers, two returns being for 6,480 tons and 6,000 tons respectively. Of the remaining 19,152 tons in vessels under other flags, the best entry was 8,431 tons.

THE ARRIVALS.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Huiyang (British) from Foochow and Amoy with 500 tons of tea and general cargo and mail.

Glenamoy (British) from London and Singapore, with 1,348 tons of general cargo, mail and 6,000 tons for ports beyond.

Asphalion (British) from Yokohama and Shanghai with 10 tons of general cargo, mail and 6,480 tons for ports beyond.

Tanda (British) from Yofiohama and Maji with 14½ tons of general cargo, mail and 1,083 tons for ports beyond.

Tjikandi (Dutch) from Yokohama and Miike with a *nil* entry for Hongkong, but 3,189 tons of cement and 3,742 tons of general cargo for ports beyond;

Ginyo Maru (Japanese) from Nagasaki with 97 tons of potatoes and provisions and mail.

Sanuki Maru (Japanese) from Yokohama and Moji with 221 tons of general cargo, mail and 3,760 tons for ports beyond.

Samarang Maru (Japanese) from Sourabaya and Balikpapan with 513 tons of molasses and Chinese paper, mail and 4,411 tons for ports beyond.

Hakodate Maru (Japanese) from Kobe and Iloilo with a *nil* entry for Hongkong, but 2,550 tons of general cargo for ports beyond.

Sun Kong (Chinese) from Kwang Chow Wan with 300 tons of general cargo and mail.

Sui Fik (Chinese) from Sha U Chung with a *nil* entry;

Tak Hing (Chinese) from Nam Tau with *two piculs of vegetables.*

LATER ARRIVALS.

Later arrivals yesterday, too late for inclusion in the above returns, were as under:—

Tilawa (British) from Calcutta and Singapore with 1,577 tons of general cargo and 2,585 tons for ports beyond;

Mau Sang (British) from Sandakan with 3,800 tons of timber and general cargo;

Kiungchow (British) from Bangkok with 1,442 tons of general cargo;

Hok Sang (British) from Tsingtao and Foochow with general cargo;

Malacca Maru (Japanese) from Calcutta and Singapore with 549 tons of gunnies, barley, sugar candy, coconuts, etc., and 3,672 tons of pig iron, gunnies, cotton, etc., for ports beyond;

Hozan Maru (Japanese) from Keelung and Swatow with 1,000 tons of general merchandise.

Wing Wo (Chinese) from Kwang Chow Wan with 150 tons of general cargo.

(Continued on next column.)

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 26th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.68	29.70	29.67
Temperature ...	89	84	84
Humidity ...	73	84	85
Wind Direction...	W	WSW	WNW
Force ...	2	1	1
Weather	B	O	OP
Rain	0.00	0.00	0.10

Highest open-air Temperature on 25th ... 90
Lowest open-air Temperature on 26th ... 81

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONGKONG TIDE TABLE.

From August 27th to September 2nd, 1926.

Days of Week.	Days of Month.	High Water. H'kong. Standard Time.	Height.	Low Water. H'kong. Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Fri.	27	0 14 a	6 7	m 5 28	2 3
				6 20 a	2 0
Satur.	28	m 0 33	5 5	m 6 23	2 4
		1 15 a	6 0	7 0 a	2 6
Sun.	29	m 1 16	5 6	m 7 32	2 6
		2 22 a	5 2	7 41 a	3 2
Mon.	30	m 2 8	5 7	m 8 59	2 7
		3 50 a	4 6	8 23 a	3 6
Tues.	31	m 3 11	5 8	m 10 44	2 6
		5 39 a	4 4	9 9 a	4 0
Wed.	1	m 4 23	6 0	0 14 a	2 3
		7 22 a	4 4	10 18 a	4 2
Thur.	2	m 5 33	6 2	1 18 a	1 9
		8 34 a	4 5	11 49 a	4 2

RIVER LEVELS.

Bulletin from
BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels (in English Feet) at 8 a.m.

Place of Observation.	Highest W. Level recorded.	Lowest W. Level recorded.	1926 W.L. Aug. 24	1926 W.L. Aug. 25
West River at Shiuhing.	+41.0	0	+15.1	+15.4
North River at Tringyuen.	+23.7	0	+ 6.9	Falling
North River at Samshui.	+27.3	−5.0	+ 8.24	+ 8.32
East River at Sheklung.	+15.2	−3	+ 1.7	+ 1.1

MAILS.

Mails brought by the above vessels were as under:—

By *Tanda*, from Yokohama and Moji (13 bags); *Asphalion*, from Yokohama and Shanghai (16 bags); *Glenamoy*, from London and Singapore (4 bags); *Hai Yang*, from Foochow and Amoy (unspecified); *Ginyo Maru*, from Nagasaki (14 bags); *Samarang Maru*, from Sourabaya and Balikpapan (two bags); *Sun Kong*, from Kwang Chow Wan (1 bags); *Tilawa*, from Calcutta and Singapore and Home mail *viâ* Negapatam (131 bags); *Mau Sang*, from Sandakan (2 bags); *Kiungchow*, from Bangkok (7 bags); *Malacca Maru*, from Calcutta and Singapore (49 bags); *Hozan Maru*, from Keelung and Swatow (27 bags); *Hok Sang*, from Tsingtao and Foochow (2 bags); *Wing Wo*, from Kwang Chow Wan (1 bag).



The Food of Kings

Court Physicians know the best and see that Royal Babies have the best. That is why Glaxo has been used with success in 5 Royal Nurseries. Only the best is good enough for *your* Baby, for is he not a King to you? Give him Glaxo, the food that contains everything that will build firm flesh, strong bone and a sound constitution.

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

W. R. LOXLEY & CO., SOLE AGENTS.

ASAHI BEER



SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO. LIMITED.

TOKYO JAPAN

SOLE AGENTS:

MITSUI BUSSAN KAISHA LTD.
HONGKONG [52

PASSENGERS.

ARRIVALS.

Per s.s. *Mau Sang*, on August 26th:—Miss Adlam.

Per s.s. *Hozan Maru*, on August 26th:—Miss N. E. Ellerll, Miss B. M. Pope, Mr. Paul Lehmaner, Mr. R. Schwol, Mr. J. Y. W. Reck, Mr. O. Poatitien.

VESSELS EXPECTED.

Empress of Russia (C.P.R.), due Sept. 6th.

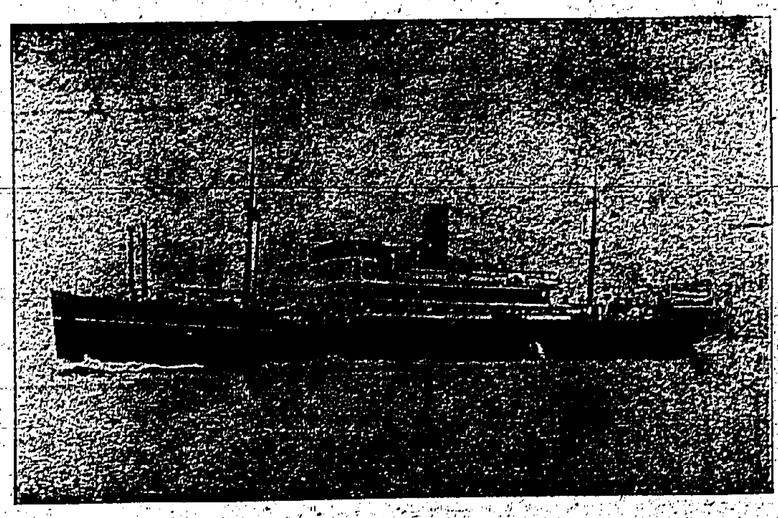
Jeypore (P. & O.), due August 29th, about 4 p.m.

Nellore (P. & O.), due August 29th, about noon.

THE HONGKONG & WHAMPOA DOCK Co., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
CODES USED A1, A.B.C. Fifth Edition; Engineering: First and Second Editions Western Union and Watkin's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



S.S. 'CHANGTE.'

BUILT AND ENGINED AT KOWLOON DOCKS BY THE HONGKONG & WHAMPOA DOCK CO., LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE.

Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG

SHIPPING NEWS.

ARRIVALS.

August 25th.

Hakodate Maru, Japanese str., 3,226 tons, Capt. K. Takata, from Kobe and Iloilo, lying at buoy No. A30.—N.Y.K.

Samarang Maru, Japanese str., 2,500 tons, Capt. C. Hidaka, from Sourabaya and Balikpapan, with molasses and Chinese paper, lying at buoy No. A34.—Nanyo Yusen Kaisha.

Sanuki Maru, Japanese str., 3,560 tons, Capt. S. Yano, from Yokohama and Moji. The latter port she left on August 20th, with a general cargo, lying at buoy No. A10.—O.S.K.

Sui Fik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, lying at Luen Cheong Wharf.—Fook Hoi Co.

Tjikandi, Dutch str., 4,953 tons, Capt. J. E. A. Hillegaart, from Miike, which port she left on August 20th, lying at buoy No. A5.—J.C.J.L.

August 26th.

Hop Sang, British str., 1,359 tons, Capt. P. Jowitt, from Foochow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Hozan Maru, Japanese str., 2,450 tons, Capt. H. Oyama, from Keelung *via* Amoy and Swatow, with 1,000 tons of coal and merchandise, lying at O.S.K. Wharf.—O.S.K.

Kiungchow, British str., 1,434 tons, Capt. C. Harris Walker, from Bangkok, which port she left on August 19th, with a general cargo, lying at buoy No. B11.—B. & S.

Malacca Maru, Japanese str., 5,374 tons, Capt. J. Etigawa, from Singapore, which port she left on August 20th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Maw Sang, British str., 2,062 tons, Capt. T. M. Meyrick, from Sandakan, which port she left on August 21st, with timber and general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shau, from Namtau, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi Co.

Tilawa, British str., 6,153 tons, Capt. P. W. Rowe, from Calcutta and Singapore. The latter port she left on August 21st, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Wing Wo, Chinese str., 503 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with general cargo, cows and pigs, lying at Saikong Wharf.—Yew Kee S.S. Co.

CLEARANCES.

August 26th.

Malacca Maru, for Moji.
Sanuki Maru, for Singapore.
Sunkong, for Kwang Chow Wan.
Sui Fik, for Sha U Chung.
Tak Hing, for Hauhoi.
Tjikandi, for Batavia.

SHIPPING NOTES.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., the master of the steam-launch *Tung Shing*, and the master of the motor-boat *London*, were each fined $5, or five days' hard labour in default, for being on the outside of more than two other craft alongside the s.s. *Ming Sang* and the s.s. *Van Overstraten* respectively.

Dangerous goods manifested in the returns of yesterday included 120 crates of acid on the *Tjikandi*, and one case of rifles on the *Tilawa*.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 99, the entries being 51, 33 and 15.

A Moji message reports that the *Tone Maru* (4,070 tons) of the Mitsui Bussan Kaisha went ashore in the small hours of the 6th instant at the northern point of Dogo, Oki Islands, in the Japan Sea, on her way from Muroran to Hongkong laden with a cargo of coal. She broke, it is further stated, her stem, causing a heavy leakage. The Moji Branch of the Tokyo Salvage Company received this report and the *Adzuma Maru* was dispatched for relief on the afternoon of the same day.

Tokyo August 17th.—The *Keelung Maru* and the *Malay Maru* went ashore at the Loochoos during a violent storm yesterday morning. The cargoes and crews are reported as safe. A naval vessel has been despatched to the rescue. The Loochoo capital, Naha, it is reported, was damaged by the storm, several houses being blown down, though there were no serious casualties.

The Dollar Liner *President Cleveland* is expected to arrive in port at daylight this morning from Manila, with cargo, passengers and Manila mail. She will leave for San Francisco on August 29th at 10 a.m.

Macao was en fete yesterday, the breakwater and other structures in the new (outer) harbour being all beflagged with the fleet of the Netherlands Harbour Works Co. All work on the new anchorage was stopped yesterday, the holiday being observed—it is stated—as the opening of the new harbour to shipping.

As already reported the collision of the *Taisho Maru* of the Sato Kuni Shoten, of Kobe, with a wharf in Shanghai port managed by the Taku Steamship Company. The wharf is now reported by the *Mainichi* as split into two and the company is rumoured to have demanded 100,000 taels damages against the ship's agent at Shanghai connected with the Mitsui Bussan Kaisha. It is further reported that the local Customs' surveyor is making investigations of the damage and the result is expected to be published in a few days. The owner of the ship estimates the damage at Y.10,000 or so.

VESSELS IN DOCK.

The following vessels are in dock at Taikoo:—*Hanyang*, *Kathe*, *Kiangsu* and *Tenn*.

At the Cosmopolitan Dock:—*Lama*.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JEFFERSON" Sept. 1st, 5 p.m.
"PRESIDENT GRANT" Sept. 13th, 5 p.m.

TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. A 1st Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT GRANT" Sept. 5th, 5 p.m.
"PRESIDENT MADISON" Sept. 17th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.
Telephones: Central 2477, 2478 & 795. [18

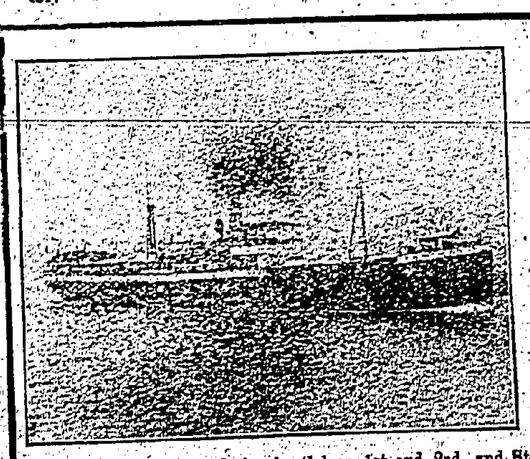
ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.,

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA"
(9,670 TONS D.W.)

THE above Steamer having Accommodation for over 100 First Class Passengers will be Despatched *Via* PHILIPPINES, STRAITS, COLOMBO and SUEZ CANAL on 5TH NOVEMBER, 1926, for NEW YORK where she is due to arrive on 3RD JANUARY, 1927.

For Freight or Passage Apply to—
131] THE BANK LINE, LTD.



HONGKONG to BORNEO.

S.S. "LOK SUN" Leaves Hongkong Thursday, August 26th, CALLING AT Sandakan, Lahad Datu, Tawao and Senporna.

Excellent Accommodation for Saloon, 1st and 2nd, and Steerage Passengers.
Full Information from—
CARMICHAEL & CLARKE. TEL. C. 232.
OR
135] WATT & CO., 188, WING LOK STREET. TEL. C. 4968.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE
£120 €112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS.	H'kong, Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF CANADA	...Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	...Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA ...	...Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	...Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	...Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
Sep. 8	Sep. 10	EMPRESS RUSSIA	Sep. 11	Sep. 13

Passenger Department: Tel. C. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [15

NYK

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

*SIBERIA MARU Monday, 21st Sept., at Noon
TAIYO MARU Tuesday, 5th Oct., at Noon
TENYO MARU Monday, 18th Oct.
* Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU Tuesday, 31st Aug., at Noon
ANYO MARU Tuesday, 12th Oct., at Noon
BOKUYO MARU Saturday, 27th Nov., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Paris.

FUSHIMI MARU Saturday, 28th Aug.
HAKOZAKI MARU Saturday, 11th Sept.
HAKUSAN MARU Saturday, 25th Sept.
KITANO MARU Saturday, 9th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 22nd Sept.
AKI MARU Wednesday, 20th Oct.

NEW YORK and/or BOSTON via PANAMA.

TAKETOYO MARU Monday, 5th Sept.
MAYEBASHI MARU Saturday, 18th Sept.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

BOMBAY via Singapore, Penang & Colombo.

TOKUSHIMA MARU Monday, 30th Aug.
SADO MARU Saturday, 11th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Saturday, 18th Sept.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU Monday, 30th Aug.
DAKAR MARU Tuesday, 1st Sept.
HARUNA MARU Monday, 6th Sept.
KAMO MARU Tuesday, 21st Sept.

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

M. M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE ...B...			14th Sept., 1926.
ANGERS ...B...	30th July, 1926	31st Aug., 1926	28th Sept., "
D'ARTAGNAN ...A...	13th Aug., "	14th Sept., "	12th Oct., "
ANGKOR ...B...	27th Aug., "	28th Sept., "	26th Oct., "
PORTHOS ...A...	10th Sept., "	12th Oct., "	9th Nov., "
CHAMBORD ...B...	24th Sept., "	26th Oct., "	23rd Nov., "
PAUL LECAT ...A...	8th Oct., "	10th Nov., "	7th Dec., "

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class....£ 99. 0d. 0d. | B CLASS STEAMERS: 1st Class.....£ 85. 0s. 0d.
2nd "£ 70. 0d. 0d. | 2nd "£ 61. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (CARGO BOATS).

s.s. "MIN" from DUNKIRK, LONDON & HAVRE is due to arrive on the 23rd September.
Sailings subject to alteration without notice.

For full Particulars, apply to:—
MESSAGERIES MARITIMES CO.,
3, QUEEN'S BUILDING
Telephone: Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION. [2

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

FOOCHOW ...	"LEESANG"	...Friday,	27th Aug., at 6 a.m.
TSINGTAU via SHANGHAI ...	"SUISANG"	...Friday,	27th Aug., at Noon.
HONGAY ...	"KWAISANG"	...Sunday,	29th Aug., at 8 a.m.
TSINGTAU via NINGPO & SHANGHAI ...	"YATSHING"	...Wednesday,	1st Sept., at Noon.
STRAITS & CALCUTTA ...	"NAMSANG"	...Wednesday,	1st Sept., at 3 p.m.
TIENTSIN ...	"CHIPSHING"	...Friday,	3rd Sept., at Noon
SANDAKAN ...	"MAUSANG"	...Saturday,	4th Sept., at 2 p.m.
HAIPHONG ...	"MINGSANG"	...Sunday,	5th Sept., at 8 a.m.
TSINGTAU via SHANGHAI ...	"KWONGSANG"	...Wednesday,	8th Sept., at 5 p.m.
KOBE via SHANGHAI & MOJI ...	"LAISANG"	...Friday,	10th Sept., at 7 a.m.
STRAITS & CALCUTTA ...	"KUTSANG"	...Saturday,	11th Sept., at 3 p.m.
TIENTSIN ...	"CHEONGSHING"	...Wednesday,	15th Sept., at 7 a.m.
STRAITS & CALCUTTA ...	"FOOKSANG"	...Wednesday,	15th Sept., at 3 p.m.
OSAKA via KOBE ...	"HOSANG"	...Tuesday,	21st Sept., at 7 a.m.
SANDAKAN ...	"HINSANG"	...Thursday,	25th Sept., at 2 p.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS. [3
TELEPHONE: CENTRAL No. 315.

GLEN AND SHIRE

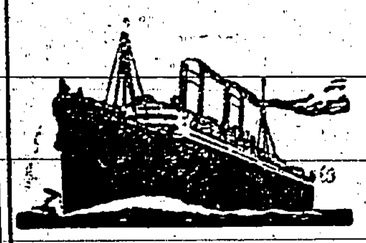
JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel	Due Hongkong.	HOMEWARDS. Vessel	Discharges	Leaves H'kong.
"GLENGARRY"	31st Aug.	"GLENOGLE"	22nd Sept.	
"GLENAPP"	16th Sept.		London, Rotterdam & Hamburg.	
"GLENSHANE"	5th Oct.			
"CARMARTHENSHIRE"	15th "	"GLENGARRY"	20th Oct.	
"GLENBEG"	28th "		London, Rotterdam & Hamburg.	

Movements are subject to change without notice.
For Freight or further Particulars, please apply to—
JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-ex. 23, and Central 3898. [9

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT SERVICE.

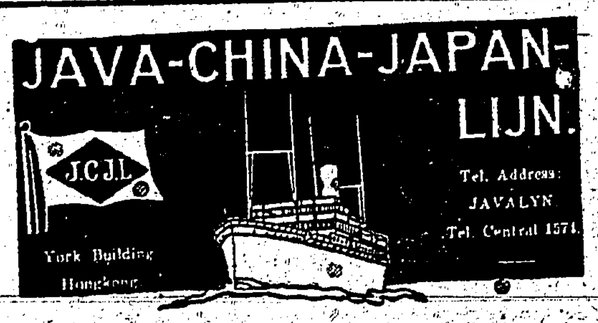
Cabin class £73. 4s. 0d. } To GENOA.
Intermediate class £48. 2s. 0d. }

NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR: SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO: GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.		
*S.S. "TRIER"	8th September, 1926	16th October, 1926.
*S.S. "SAARBRUECKEN"	6th October, "	13th November, "
*S.S. "COBLENZ" ...	5th November, "	11th December, "
*S.S. "YORK"	2nd December, "	9th January, 1927.
*M.S. "FULDA"	20th December, "	6th February, "
*S.S. "DERFFLINGER"	27th January, 1927.	6th March, "

For Freight and Passage, please apply to—
MELCHERS & CO.,
Telephone C. 4557.
3, Queen's Building, Chater Road. Agents, HONGKONG. [20

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILEBOET ...	JAVA & M'SAR.	27th Aug.	28th Aug.	AMOY & N. CHINA
TJISALAK ...	N. CHINA & AMOY	29th "	1st Sept.	M'SAR. & JAVA
STRATHLORNE	JAVA	31st "	—	—
KWANTUNG ...	JAVA	4th Sept.	—	—
TJISAROEA ...	BATAVIA	5th "	9th Sept.	SHANGHAI
TJIKARANG ...	SHANGHAI	6th "	9th "	BATAVIA
TJITAROEM ...	N. CHINA & AMOY	16th "	17th "	BATAVIA
CEYLON ...	JAVA	18th "	—	—
TJISONDARI ...	BATAVIA	19th "	23rd Sept.	SHANGHAI
TJISAROEA ...	SHANGHAI	20th "	23rd "	BATAVIA
TJIBESAR ...	JAPAN	28th "	29th "	BATAVIA
TJILEBOET ...	N. CHINA & AMOY	29th "	1st "	M'SAR. & JAVA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon.
Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
10] JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WEIR & Co., LONDON.)

Sailings from Hongkong

M.V. "SPRINGBANK" Via Suez Canal 30th September.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

"CITY OF MELBOURNE" From Hongkong 5th September. For Marseilles, Havre, London and Hamburg.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER From Hongkong October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD. [22

Tel. Cent. 4791

PRINCE LINE

IMPROVED SERVICE
BY
~~FAST MOTOR VESSELS~~
TO
BOSTON
NEW YORK
PHILADELPHIA

M.V. "CHINESE PRINCE" Leave Hongkong 5th Sept., 1926
M.V. "MALAYAN PRINCE" " " 3rd Oct., 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19

KONINKLYKE PAKETVAART MAATSCHAPPY.

ROYAL PACKET NAVIGATION CO. OF BATAVIA.

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 1st September.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN
YORK BUILDING, CHATER ROAD.
Telephone 1574. [12

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MACEDONIA"	11,089	4th Sept., Noon	Marseilles and London.
"NAGPORE"	5,283	10th Sept.	Marseilles, London, Rotterdam, Hamburg, Antwerp & Hull.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KIDDERPORE"	5,334	23rd Sept.	Singapore, Penang, Colombo and Bombay.
"NELLORE"	6,853	29th Sept.	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London, Anwerp & Hull.
"MOREA"	10,918	16th Oct.	Marseilles and London.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"NYANZA"	7,023	30th Oct.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	13th Nov.	Marseilles and London
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"KASHGAR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"MONGOLIA"	16,504	19th March	Marseilles & London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"KARMALA"	9,123	16th April	Marseilles, London and Antwerp.
"MALWA"	10,980	30th April	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	6,949	5th Sept.	Singapore, Penang and Calcutta.
"SANTHIA"	7,754	14th Sept.	do.
"TILAWA"	10,006	20th Sept.	do.
"TALAMBA"	8,018	24th Sept.	do.
"SHIRALA"	7,841	3rd Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

*"TANDA"	6,956	27th August, 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st Oct.	
"ARAFURA"	6,000	29th Oct.	

*Calls at Kolambugan.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TILAWA"	10,006	23th Aug., 6 a.m.	Amoy, Moji, Kobe and Yokohama.
"JEYPORE"	5,318	30th Aug., 6 a.m.	Moji and Kobe.
"NELLORE"	6,853	31st Aug., 6 a.m.	Shanghai, Moji & Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	5th Sept.	Kobe.
"ST. ALBANS"	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe
"NYANZA"	7,023	26th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji & Kobe.
"MIRZAPORE"	6,715	23rd Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"KHIVA"	9,135	14th Nov.	Shanghai, Moji and Kobe.
"NELLORE"	6,853	15th Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov.	Shanghai only.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	10th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	13th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,959	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAIYANG Friday, 27th August, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CHINA NAVIGATION CO., LIMITED.

HOIHOW & HAIPHONG	"TRAN"	On 27th Aug.,	10 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 28th Aug.,	6 a.m.
BANGKOK	"KAIGAN"	On 28th Aug.,	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 28th Aug.,	4 p.m.
SHANGHAI	"SINKIANG"	On 29th Aug.,	6 a.m.
AMOY & SHANGHAI	"KANCHOW"	On 31st Aug.,	6 a.m.
AMOY & SINGAPORE	"KIUNGCHOW"	On 31st Aug.,	6 a.m.
SHANGHAI & NEWCHWANG	"HANYANG"	On 1st Sept.,	4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 2nd Sept.,	3 p.m.
AMOY & SINGAPORE	"KINGYUAN"	On 3rd Sept.,	6 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 4th Sept.,	6 a.m.
SHANGHAI	"SUIYANG"	On 5th Sept.,	6 a.m.
BANGKOK	"KWEIYANG"	On 6th Sept.,	6 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 7th Sept.,	6 a.m.
AMOY & SINGAPORE	"ANKING"	On 7th Sept.,	8 a.m.
SHANGHAI	"SUNNING"	On 9th Sept.,	6 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.

TELEPHONE CENTRAL 38.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,
VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
TELEPHONE: CENTRAL 36. Agents. [5

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "BOLTON CASTLE" on or about 19th September.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: "B" CLASS:

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

From Hongkong.
S.S. "FIUME L" on or about 4th September.
M.V. "VIMINALE" on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.
S.S. "ROSANDRA" on or about 9th September.
S.S. "FIUME L" on or about 30th September.
M.V. "VIMINALE" on or about 30th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" Sails from Calcutta 31st August.
S.S. "UMZUMBI" Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.
Telephone: Central 1030. Agents. [17

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "DEUCALION"	Via Suez Canal	27th August,	
S.S. "ANTILOCHUS"	Via Suez Canal	10th September.	
S.S. "CITY OF EVANSVILLE"	Via Suez Canal	24th September	

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON; or THE BANK LINE, LTD., HONGKONG. JARDINE MATHESON & CO., LTD., CANTON. [21

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Shanghai	*Sinkiang*	27th Aug.
Manila	*Pres. Cleveland*	27th Aug.
Japan, Shanghai & Europe via Siberia	*Fushimi Maru*	28th Aug.
Shanghai	*Kunchow*	28th Aug.
Europe via Negapatem papers only } London, 29th July)	*Jeypore*	29th Aug.
	Nellore	29th Aug.
Straits	*Pres. Polk*	30th Aug.
U.S.A., Honolulu, Japan & Shanghai	*Emp. of Canada*	30th Aug.
Manila	*Shinyo Maru*	31st Aug.
U.S.A., Honolulu, Japan & Shanghai	*Angers*	31st Aug.
Saigon	*Pres. Pierce*	2nd Sept.
U.S.A., Honolulu, Japan & Shanghai	*St. Albans*	6th Sept.
Australia & Manila		

OUTWARD MAILS.

For	Per	Date
Hoihow and Haiphong	*Tean*	Friday, 27th, 8.30 A.M.
Shanghai	*Sutsang*	10.30 A.M.
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 11th September	*Tanda* Reg.	Parcels Noon, Letters 1.45 P.M.
		2.30 P.M.
Amoy & Foochow	*Haiyang*	3.00 P.M.
Japan	*Samarang Maru*	3.30 P.M.
Shanghai	*Shantung*	5.00 P.M.
Bangkok	*Anking*	5.00 P.M.
Amoy	*Tsinan*	5.00 P.M.
Manila	*Deucalion*	5.00 P.M.
Shanghai, Japan, Honolulu, *Canada, *U.S.A., C. & S. America & *EUROPE via San Francisco—due San Francisco, 22nd Sept. and EUROPE via Siberia (letters & postcards, specially superscribed "Via Siberia" only)	*Pres. Cleveland*	Saturday, 28th, Parcels Noon, Reg. 4.15 P.M., Letters 5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 26th Sept.	*Fushimi Maru* Reg.	1.45 P.M.
	Letters	2.30 P.M.
Wei Hai Wei	*Huichow*	2.00 P.M.
Swatow, Amoy and Formosa	*Hozan Maru*	Sunday, 29th, 9.00 A.M.
Amoy	*Kiungchow*	Monday, 30th, 5.00 P.M.
Japan & Honolulu	*Ginyo Maru*	Tuesday, 31st, 10.30 A.M.
Shanghai & Japan	*Anger*	12.30 P.M.
Straits & Calcutta	*Namsang* Reg.	SEPTEMBER, Wednesday, 1st, Parcels Noon, Letters 1.00 P.M.
Shanghai	*Hanyang*	2.30 P.M.
Swatow	*Soochow*	Thursday, 2nd, 1.30 P.M.
Amoy	*Kingyuan*	5.00 P.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 20th Sept. & EUROPE via Siberia (letters and postcards specially superscribed "Via Siberia" only)	*Emp. of Canada* Reg.	Friday, 3rd, Parcels 9.00 A.M., Reg. 9.15 A.M., Letters 10.00 A.M.
Shanghai	*Linan*	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 1st Oct.	*Macedonia*	Parcels 5.00 P.M., Reg. 4th, 9.45 A.M., Letters 10.30 A.M.
Sandakan	*Hausang*	Saturday, 4th, 12.30 P.M.
Haiphong	*Mingsang*	5.00 P.M.
Shanghai	*Suiyang*	5.00 P.M.
Bangkok	*Kweiyang*	Monday, 6th, 4.30 P.M.
Amoy	*Szechuen*	5.00 P.M.
Shanghai	*Kwongsang*	Wednesday, 8th, 3.30 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"SARPEDON"	8th Sept.	Mars., L'don., R'dam. & Glasgow.
"HELENUS"	21st Sept.	Mars., L'don., R'dam. & Hamburg.
"CALCHAS"	5th Oct.	Mars., L'don., R'dam. & Hamburg.
"PATROCLUS"	20th Oct.	Mars., L'don., R'dam. & Glasgow.

LIVERPOOL SERVICE.

"ANTILOCHUS"	20th Sept.	Genoa, Havre, Liverpool & Glasgow.
"ATREUS"	20th Oct.	Genoa, Havre and Liverpool

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

"TALTHYBIUS"	16th Sept.	Victoria, Vancouver & Seattle.
"PHILOTETES"	7th Oct.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

*"DEUCALION"	27th Aug.	New York, Boston & Baltimore.
"ANTILOCHUS"	10th Sept.	New York, Boston & Baltimore.

*Via Tripoli.

PASSENGER SERVICE.

"SARPEDON"	8th Sept.	Singapore, Marseilles & London.
"PATROCLUS"	20th Oct.	Singapore, Marseilles & London.
"ANTENOR"	17th Nov.	Singapore, Marseilles & London.
"HECTOR"	15th Dec.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. [6

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital$50,000,000
Issued and Fully Paid-up$20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $37,000,000
Reserve Liability of Proprietors$20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD, Chairman.
Hon. Mr. A. O. LANG, Deputy Chairman.
W. H. Bell, Esq. J. A. Plummer, Esq.
A. H. Compton, Esq. T. G. Weall, Esq.
W. L. Pattenden, Esq. H. P. White, Esq.
G. M. Young, Esq.
Chief Manager: A. H. BARLOW, Esq.

BRANCHES:—

Amoy	Hongkew	Penang
Bangkok	Iloilo	Rangoon
Batavia	Ipoh	Saigon
Bombay	Johore	San
Calcutta	Kobe	Francisco
Canton	Kuala	Shanghai
Chefoo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei
Foochow	Malacca	Patani
Haiphong	Manila	Tientsin
Hamburg	Nagasaki	Tokyo
Hankow	New York	Tsingtao
Harbin	Peking	Yokohama

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hongkong, 27th May, 1926. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Chief Manager.
Hongkong, 27th May, 1926. [2

BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.59,667,283.54

BRANCHES:

Bangkok	Hanoi	Pondicherry
Battambang	Hongkong	Saigon
Canton	Mengtze	Shanghai
Djibouti	Noumea	Singapore
Fort Bayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfou

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LECOT,
Manager.
Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LIMITED.
HEAD OFFICE: HONGKONG.
10, Des Vœux Road Central.

AUTHORIZED CAPITAL$10,000,000
PAID-UP CAPITAL 5,000,000
RESERVE FUND 1,200,000

BRANCHES, AND AGENCIES.

Canton	Osaka	Haiphong
London	Singapore	Batavia
Seattle	Melbourne	Kowloon
Nagasaki	Calcutta	New York
Tientsin	Saigon	Kobe
Manila	San Francisco	Peking
Bombay	Taipeh	Rangoon
Shanghai	Tokyo	Sourabaya
Paris	Penang	Semarang
Honolulu		

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES To Let.
KAN TONG PO,
Chief Manager.
Hongkong, 22nd May, 1926.

THE BANK OF CANTON, LTD.
HEAD OFFICE: HONGKONG.
Established 1912.

AUTHORISED CAPITAL ...£1,200,000
PAID UP CAPITAL£1,082,925
SILVER RESERVE FUND $ 700,000
Branches:—CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.
Correspondents in all Principal Cities of the World.
London Bankers:—THE LLOYDS BANK, LIMITED.
Every description of banking business transacted.
Safe Deposit Boxes in various sizes to be let from $5.00 to $40.00 yearly.
LOOK POON SHAN,
Chief Manager.
37]

COMMERCIAL.

OPENING QUOTATIONS.

August 28th, 1926.

ON LONDON.—	
Telegraphic Transfer	2/2¼
Bank Bills, on demand	2/2 3/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/23
Credits, at 4 months' sight	2/3 3/16
Documentary Bills, 4 months' sight	2/3 5/16
ON PARIS.—	
Bank Bills, on demand	1,769 nom.
Credits, 4 months' sight	—
ON NEW YORK.—	
Bank Bills, on demand	53
Credits, at 60 days' sight	54¼
ON BOMBAY.—	
Telegraphic Transfer / Bank Bills, on demand	145
ON CALCUTTA.—	
Telegraphic Transfer / Bank Bills, on demand	145
ON SHANGHAI.—	
Bank Bills, at sight / Private, 30 days' sight	—
ON YOKOHAMA.—On demand	110½
ON MANILA.—On demand	100
ON SINGAPORE.—On demand	94
ON BATAVIA.—On demand	130½
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	84½
SOVEREIGN, Bank's Buying rate	$8.97
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	28⅝

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,050,000
Reserve Fund£1,350,000

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis
Bombay	Kota Bharu	(Mauritius)
Calcutta	Kuala Lumpur	Rangoon
Colombo	Kuantan	Shanghai
Delhi	(Pahang)	Simla
Galle	Madras	Singapore
Hongkong	New York	Sourabaya
Howrah		

HONGKONG BRANCHES:
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hongkong, June 17th, 1926. [29

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital Frs. 20,000,000
Reserves Frs. 11,160,000
Special Working Capital Frs. 50,000,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Peking	Shanghai	Tientsin
Canton	Hongkong	

BANKERS:
France: Société Generale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN,
Manager.
Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.
(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) Yen 39,375,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
THE LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.
T. TAKAGI,
Manager,
HONGKONG BRANCH,
6, Des Vœux Road, Central.
Hongkong, 11th May, 1926. [27

THE BANK OF CHINA.
中國銀行
(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL...$60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.69

Head Office:—PEKING.
Hongkong Branch:—4, QUEEN'S ROAD CENTRAL.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
TSUYEE PEI,
Manager.
Hongkong, January 16th, 1926. [38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital	Guilders 150,000,000	(£12,500,000)
Paid-up Capital	„ 80,000,000	(£6,666,670)
Reserve Fund	„ 21,117,340	(£1,759,778)
Special Reserves	„ 22,660,000	(£1,888,330)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.
BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
LONDON BANKERS:—NATIONAL PROVINCIAL BANK, LTD.
Correspondents all over the World.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASSEN,
Acting Manager.
34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) Yen 100,000,000
Reserve Fund Yen 86,500,000
HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Batavia	Kai Yuen	Rangoon
Bombay	Karachi	Sourabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen	Manila	Singapore
(Dalny)	Nagasaki	Shimonoseki
Fengtien (Mukden)	Nagoya	Sydney
Hamburg	Newchwang	Tientsin
Hankow	New York	Tokyo
Harbin	Peking	Tsinanfu
Honolulu	Rio de Janeiro	Tsingtau
		Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
C. ARIMA, Manager.
Hongkong, 11th March, 1926. [35

RUSSO-ASIATIC BANK.

	Roubles.
CAPITAL (FULLY-PAID)	55,000,000
RESERVE FUND	26,950,000
	Kup. Tls.
CAPITAL CONTRIBUTED BY THE CHINESE GOVT.	3,500,000
RESERVE FUND	1,750,000

HEAD OFFICE:
Paris: 9, Rue Boudreau.
LONDON OFFICE:
64, Old Broad Street, E.C.2.
BANKERS:
LONDON: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank; Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.
BRANCHES IN ASIA:

Changchun	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen	Kashgar	Tientsin
Hailar	Manchouli	Urumtshi
Hankow	Newchwang	Yokohama

HONGKONG BRANCH:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
L. BAINES, Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

AGENCIES AND BRANCHES.

ALOR STAR (Malay States)	ILOILO	RANGOON
AMRITSAR	IPOH	SAIGON
BANGKOK	KARACHI	SEMARANG
BATAVIA	KLANG	SEREMBAN
BOMBAY	KOBE	SHANGHAI
CALCUTTA	KUALA LUMPUR	SINGAPORE
CANTON	KUCHING	SOURABAYA
CAWNPORE	MADRAS (F.M.S.)	TAIPING
CEBU	MANILA	TAVOY
COLOMBO	MEDAN	TIENTSIN
DELHI	NEW YORK	TOKYO
HAIPHONG	PEKING	TSINGTAO
HAMBURG	PENANG	YOKOHAMA
HANKOW	PESHAWAR	ZAMBOANGA
HONGKONG	PUKET (Philippine Islands).	

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, August 1st, 1926. [30

EQUITABLE EASTERN BANKING CORPORATION.
AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

BRANCHES:
SHANGHAI.

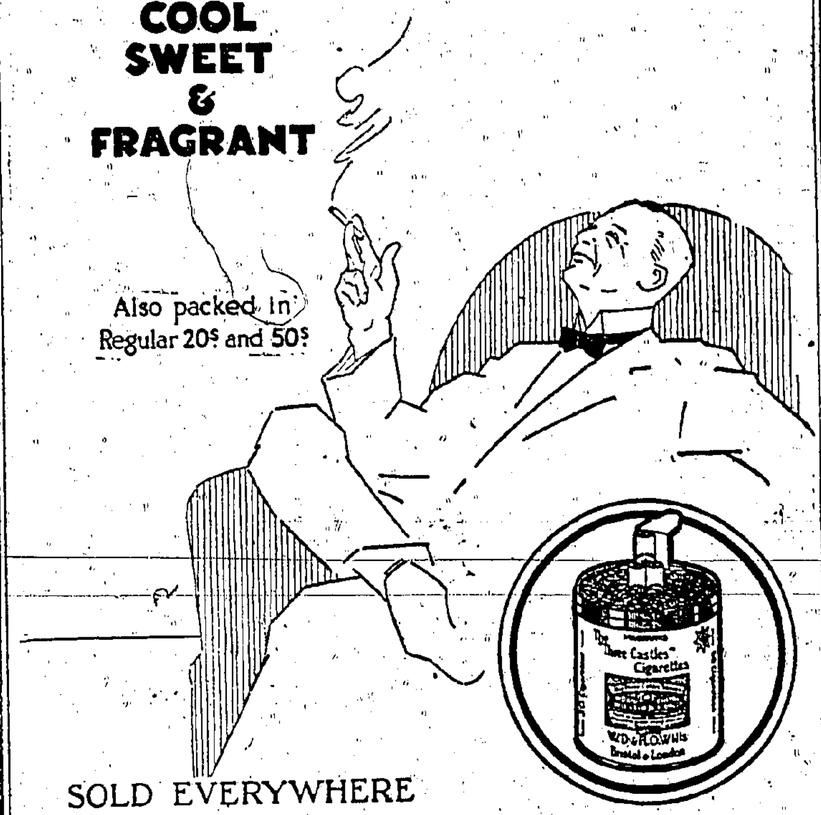
General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
LONDON AND PARIS AGENTS:
EQUITABLE TRUST CO., OF N.Y.
38] D. M. BIGGAR, Manager.

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL£2,594,160
RESERVE FUND £150,000
HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.
The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.
L. E. HOPKINS,
Manager,
38] P. & O. Building, Hongkong.

"Three Castles" CIGARETTES

ALWAYS COOL SWEET & FRAGRANT



Also packed in Regular 20s and 50s

SOLD EVERYWHERE

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. A-180

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